



Wednesday
5th December, 1956

सत्यमेव जयते

PARLIAMENTARY DEBATES

HOUSE OF THE PEOPLE

OFFICIAL REPORT

(Part I- Questions and Answers)

1956

PARLIAMENT SECRETARIAT
NEW DELHI

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Acc. No. 62224 Dated 15.04.2015 **LOK SABHA DEBATES** (Part I—Questions and Answers)

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LOK SABHA

Wednesday, 5th December 1956

The Lok Sabha met at Eleven of the Clock

[MR. DEPUTY SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Coal

*814. { **Dr. Rama Rao:**
Shri Chattopadhyaya:

Will the Minister of Production be pleased to state the stage at which the proposals for acquiring unworked coal areas are at present?

The Minister of Production (Shri K. C. Reddy): A draft Bill for acquiring lessees' rights over unworked coal bearing lands is in an advanced stage of consideration and it is proposed to introduce a bill in the Parliament during the current session. Negotiations are also being carried on with some of the principal holders of mining leases in respect of the areas proposed to be acquired.

Dr. Rama Rao: May I know whether this aspect will be taken up by the proposed National Coal Development Corporation?

Shri K. C. Reddy: This Bill has been considered at various levels, and, as I have already indicated, the Bill is coming up before the House very soon.

Shri T. B. Vittal Rao: May I know when the Government is going to finalise its conclusions on the Amalgamation of Small Collieries Enquiry Report?

Shri K. C. Reddy: I do not see how that question arises out of this. If the hon. Member gives me separate notice I will be able to answer.

Accidents in Coal Mines

*815. **Shri T. B. Vittal Rao:** Will the Minister of Labour be pleased to state:

(a) whether there has been considerable delay in making the payment of monthly allowance of Rs. 10 to the widows of workers involved in fatal accidents in the Coal mines;

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(b) if so, the steps taken to expedite the same; and

(c) the number of widows or dependents and the total amount paid to them upto 1st November, 1956?

The Deputy Minister of Labour (Shri Abid Ali): (a) A few complaints have been received regarding delay in the payment of the allowance.

(b) The Coal Mines Welfare Commissioner has directed the staff concerned to expedite disposal of all applications for such financial assistance.

(c) The information is being collected and will be placed on the Table when received.

Shri T. B. Vittal Rao: May I know which is the agency that will expedite disposal of these cases?

Shri Abid Ali: Inspectors of the Coal Mines Welfare Fund.

Shri T. B. Vittal Rao: Out of the 330 cases which were involved in fatal accidents, may I know in how many cases payment has so far been made?

Shri Abid Ali: I have got the figure of the amount paid; that is Rs. 10,000. I have not got the number of persons to whom payments have been made.

Shri Velayudhan: May I know for how long this payment of Rs. 10 to the widows of the workers involved in fatal accidents has been pending now?

Shri Abid Ali: I have said that a few complaints have been received and these have been sent to the Inspectors for expediting the matter and also to submit a report. That report has not yet been received by us.

Shri Velayudhan: For how long has that been pending?

Shri Abid Ali: The complaints were received in October.

श्री बिभूति मिश्र : क्या सरकार इस का प्रबन्ध करेगी कि जिन को १० रु मिलता है उन को जल्दी से जल्दी मिल जाये ? क्या इसके लिये कोई खास निर्देश किया जा रहा है ?

श्री आशिष अली : यही हम भी चाहते हैं और जरूर ऐसा ही होगा।

उपाध्यक्ष महोदय : एक चीज मैं माननीय सदस्य के ध्यान में लाना चाहता हूँ कि बजाय इस के कि वह खड़े हो कर सीधे मिनिस्टर साहब की तरफ देखें, तबाल कर के मेरी तरफ देखें तो मैं उन को बुला सकता हूँ।

Raw Silk

*816. **Shri Keahavalengari:** Will the Minister of Production be pleased to state:

(a) whether there is any increase in the production of raw silk in India this year as compared to 1954-55 and 1955-56;

(b) if so, to what extent; and

(c) how it has been assessed?

The Parliamentary Secretary to the Minister of Production (Shri R. G. Dubey): (a) and (b). Statistics of production of raw silk are available on the basis of calendar years. Hence the production in 1956 will be known some time in 1957. The production in 1954 was reported as 2,398,498 lbs. and in 1955 as 2,430,901 lbs.

(c) On the basis of the production returns from the States.

Shri Keahavalengari: May we know if the Government has evolved any regular machinery for making these periodical assessments of achievements in this important branch of cottage industries?

Shri R. G. Dubey: As far back as the year 1953 the Tariff Commission made an assessment of this factor. Subsequently the Central Silk Board consulted the various State Governments. I may however tell the House that in June the Central Silk Board met at Bombay, and a suggestion was made that we should have a more precise and thorough method of calculating statistics. That matter is being attended to.

Shri T. S. A. Chettiar: I do not know whether I have understood the figures correctly. I understood the hon. Parliamentary Secretary to say that it was 3 lakhs in one year and 24 lakhs in the next year.

Shri R. G. Dubey: It was 23 lakhs in 1954 and 24 lakhs in 1955.

Shri Heda: Has this matter been brought to the notice of the Ministry that practically every State spends some amount

or other on the production of raw silk, but since the amounts are not adequate the schemes are not properly implemented and no tangible results are coming out?

Shri R. G. Dubey: Looking to the figures that are there from the year 1948 up to now it can be seen that the quantum of grants is increasing every year. So we have not received any complaints from State Governments about inadequacy of funds.

Pandit D. N. Tiwary: May I know whether the effect of the recent increase in duty on imported silk has been assessed and if so, whether that will have any beneficial effect on the production of raw silk here?

Shri R. G. Dubey: I think that question should be referred to my hon. colleague, the Minister for Commerce.

The Minister of Trade (Shri Karmarkar): With your permission, Sir, I should like to answer because that is an important question. The question is occasionally gone into, if necessary, by the Tariff Commission. The duty that has been imposed upon the import of silk is perfectly adequate to give sufficient protection to the production of raw silk.

Educated Unemployed

*820. **Shri Jhulan Sinha:** Will the Minister of Labour be pleased to state the measures taken in pursuance of the recommendations of the Study Group Report on educated unemployed?

The Deputy Minister of Labour (Shri Abid Ali): 1. Two major workshops and four small workshops will be started in Kerala State to provide employment to educated unemployed.

2. A sum of Rs. 2,93,580 has been granted to the Government of Kerala to be utilised for the training of educated unemployed for their absorption in the said workshop.

3. It is proposed to organise similar production centres in other States also in due course.

4. Starting of pilot projects in respect of work and orientation centres, and co-operative transport, in consultation with State Governments, is under consideration.

Shri Jhulan Sinha: May I enquire, Sir, the reason why of all the States Kerala has been selected as the first one?

Shri Abid Ali: Because the unemployment position is more acute there.

Shri Velayudhan: May I know how many out of the people taken for training will be employed after the training period?

Shri Abid Ali: It is hoped that those who are trained for this particular work will be employed in the workshops to be opened.

Shri Achuthan: When can we expect the workshops to come into full operation and, may I know how many persons from Kerala will be selected for training?

Shri Abid Ali: 400 trainees will be selected and ultimately about 700 to 800 persons will be employed there. It is hoped that the workshops will start during the next year.

श्री बिजुली मिश्र : क्या सरकार को यह पता है कि क़ैरला की तरह और सूबों में भी पड़े और ग़ैरपड़े लोगों की समस्या बहुत काफी है और क्या उन के लिये सरकार कोई बात सोच रही है ?

श्री आबिद अली : जी हाँ, दूसरी स्टेट्स में भी बेकारी है, और जैसा मैंने भर्ज किया है, दूसरी स्टेट्स में भी इस किस्म के उद्योगों के लिये इन्तज़ाम किया जा रहा है।

Pandit D. N. Tiwary: May I know which other State after Kerala has the highest number of educated unemployed, and whether Government is going to do the something there as it has done in Kerala?

Mr. Deputy-Speaker: He has already answered that.

Shri G. P. Sinha: May I know whether the different States have been requested to send their proposals, and how many States have already sent their proposals?

Shri Abid Ali: Most of the States have sent their proposals. Those are under consideration. Every State is being consulted.

Tea Exports

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*824. { **Dr. Ram Subhag Singh:**
Shri R. P. Garg:

Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) whether in spite of all the steps taken by Government and the Tea Board of India to popularize tea in U.S.A. and Canada, the export of tea to these countries has dwindled to a considerable extent during the last year; and

(b) if so, the extent to which the export of tea to the U.S.A. has decreased and the reasons therefor?

The Minister of Consumer Industries (Shri Kanungo): (a) Export of Indian tea to U.S.A. and Canada in 1955-56 showed a slight fall compared to that in 1954-55.

(b) The fall in export of tea to the U.S.A. was to the extent of 4.8 million lbs. There was a general fall in the total export of Indian tea during 1955-56 compared with 1954-55.

डा० राम सुभग सिंह : पिछले दो तीन सालों से जब से कि चाय का और ज्यादा प्रचार करने का प्रान्दोलन शुरू किया गया है, क्या कारण है कि हमारे यहां से निर्यात गिर रहा है ?

श्री कानूंगो : अभी गये अप्रैल से एक्सपोर्ट बरा बढ़ रहा है। सन् १९५५-५६ में एक्सपोर्ट के गिरने की वजह यह है कि उस वक्त काफी के दाम भी गिर गये थे और साथ ही कुछ यहां से लंडन के लिये एक्सपोर्ट की रेस्ट्रिक्ट किया गया था। हमारी जो टोटल एक्सपोर्ट थी वह भी कम थी।

Shri Velayudhan: May I know whether it is a fact that the decrease in export came especially after the appointment of officers on the propaganda side sent from India to the USA?

Shri Kanungo: Certainly not.

Shri S. C. Deb: May I know whether the Government is taking any step to expedite our exports to USA and Canada?

Shri Kanungo: Yes, Sir. Various steps are being taken.

Shri Debeswar Sarmah: Do I understand the hon. Minister right when he said that there was restriction in export to London and we also restricted the export of tea from India? If that is so, why was it so? It is not clear to us.

Shri Kanungo: I mentioned that we had quantitative restrictions on the export to London and that was in pursuance of the policy of encouraging auctions in Calcutta.

Shri Sarangadhar Das: In view of the fact that coffee is a most popular drink in the United States, may I know if the export of tea from India to USA is ever going to take the place of coffee?

Shri Kanungo: I cannot hazard a guess about the conditions in USA. But all I can say is that the tea trade in USA is very optimistic and so the demand for tea will increase there.

Shri Debeswar Sarmah: The answer given by the hon. Minister was not intelligible to me at least. In view of the fact that India is trying to promote the export of tea to earn dollar exchange, why was the export itself restricted and what is the correlation between the restriction of export to London and the export from Calcutta market? I should be thankful if the Minister will elaborate it.

Shri Kanungo: It will be a lengthy answer.

Mr. Deputy-Speaker: It can be as long as can be allowed in the Question Hour.

Shri Kanungo: The fact of the matter was that we wanted to encourage the export auction in Calcutta, and to that extent, we had quantitative restrictions for export to London auction. Therefore, there was a slight decrease in Indian tea being made available in London auctions.

Shri Debeswar Sarmah: It was available in Calcutta auction.

Shri Kanungo: They did not choose to buy in the Calcutta auction.

Shri Debeswar Sarmah: It remains obscure.

Shri Velayudhan: May I know whether there is any agency from India functioning in USA and, if so, who are those people and what is the expenditure on it?

Mr. Deputy-Speaker: Not so many questions in one.

Shri Velayudhan: I can omit the last two.

Shri Kanungo: There is no special agency for Indian tea as such in the U.S.A. The U.S.A. tea trade, in collaboration with other tea exporting countries, have got a programme of publicity in which India, Ceylon and Indonesia contribute for the expenses.

Rubber Growers

*826. **Shri Punnoose:** Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) whether Government have received a memorandum from the Rubber Growers of Kerala through the President of the All India Kisan Sabha and Travancore-Cochin State Kisan Sabha.

(b) if so, what are the demands mentioned in that memorandum on behalf of the rubber growers of Kerala; and

(c) the steps taken by the Government to meet those demands?

The Minister of Consumer Industries: (Shri Kanungo): (a) Yes.

(b) and (c). A statement is laid on the Table of the House. [See Appendix III, annexure No. 97].

Shri Punnoose: In the statement it is said that there is a proposal to bring 50,000 acres of new land under rubber cultivation. May I know whether an extent of 100,000 acres was not recommended by the Rubber Board on various occasions and as stated many times on the floor of this House, and may I know how 50,000 acres were dropped out of this acreage? I would like to know the reasons for it.

Shri Kanungo: Even today, there was an offer of about 100,000 acres out of which 50,000 acres have been found to be quite unsuitable on account of their climatic condition.

Shri Punnoose: May I know whether an enquiry was undertaken as to the suitability of land consisting of these 50,000 acres and may I know on what basis the hon. Minister says that that land is not suitable?

Shri Kanungo: The enquiry is continuing. 50,000 acres is the target for the next five years. But suitable land has not yet been located.

Shri Punnoose: May I know whether it is the intention of the Government to make an investigation as to how much of land is available for new rubber cultivation in Kerala and other places?

Shri Kanungo: That is why I mentioned that the investigation is continuing.

Shri I. Eacharan: Out of these 50,000 acres, may I know what will be the extent of the area coming under Malabar, for rubber cultivation?

Shri Kanungo: That is only the target. We do not know as yet how much of suitable land is available and where.

Shri Kottukappally: Is the Government aware that a sub-committee has been formed by the Rubber Board to enquire as to the availability of suitable land for new cultivation of rubber?

Shri Kanungo: Yes, Sir. The Rubber Board is primarily responsible for putting through this programme.

Shri Matthen: I was told that there was a proposal to start a company initiated by the Kerala Government where the Government will take about 50 per cent of the shares and the others portion will be met by the public, for new plantation of rubber. Is there any truth in that?

Shri Kanungo: We have no information about it. But we would certainly like any State Government to undertake planning on its own account.

Neiveli Lignite Project

*827. { **Dr. Ram Subhag Singh:**
Shri S. V. Ramaswamy:
Shri Bibhuti Mishra:
Sardar Iqbal Singh:
Sardar Akarpuri:
Shri T. B. Vittal Rao:

Will the Minister of Production be pleased to refer to the reply given to Unstarred Question No. 1743 on the 12th September, 1956 and state:

(a) whether actual work on the Neiveli Lignite Project has started; and

(b) if so, the progress made so far?

The Minister of Production (Shri K. C. Reddy): (a) and (b). The purchase of conventional earth moving machinery and specialised mining equipment at a cost of about Rs. 5.5 crores has been sanctioned so far. Acquisition of 26,750 acres of land has been sanctioned and steps are now being taken to acquire it. A Rehabilitation Officer has been appointed to resettle the displaced persons on forest lands to be made available by the Madras Government. A town Planner and an Architect have been appointed to plan the township and the industrial area. Construction of houses is in progress. The power Wing of the Central Water and Power Commission have set up a Planning Cell at Madras for drawing up the plans and specifications for the thermal Power station of 200MW. Certain foreign firms have been asked to indicate the terms and conditions of technical assistance in setting up the fertilizer factory. A pilot briquetting and carbonising plant is being acquired under the T.C.M. aid. The Neiveli Lignite Corporation Ltd. has been registered under the Companies Act to take over the management of the project.

Dr. Ram Subhag Singh: May I know whether there is going to be any proposal to set up a fertiliser factory also in a nearby locality there?

Shri K. C. Reddy: The setting up of a fertilizer factory is part of the integrated project.

Dr. Rama Rao: May I know whether the pumps that have been installed are enough to keep the pits completely dry?

Shri K. C. Reddy: Yes, Sir.

Shri T. B. Vittal Rao: May I know when the first ton of lignite will be raised at these mines?

Shri K. C. Reddy: By about the middle of 1960.

Shrimati Tarkeshwari Sinha: May I know whether there has been any difference between the original estimated cost and the final estimated cost and, if so, may I know the difference?

Shri K. C. Reddy: The final estimated cost is yet to be assessed and so the question of difference does not arise now.

श्री बिभूति मिश्र : क्या सरकार इस बात का खयाल रखेगी कि जो लोग वषां इसप्लेस होंगे उनको प्रच्छी तरह से बसाया जाये क्योंकि अब तक जहां जहां कारखाने बने हैं, उन कारखानों के स्थानों पर बसे जो लोग इसप्लेस हुये हैं उनको ठीक तौर से नहीं बसाया गया है।

Shri K. C. Reddy: I do not follow the question.

Mr. Deputy-Speaker: The question is whether any arrangements have been made to rehabilitate the displaced persons at some place nearby.

Shri K. C. Reddy : I have already referred to it in the answer that I have read out. I said that a Rehabilitation Officer has been appointed to resettle the displaced persons on forest lands to be made available by the Madras Government.

Shri T. B. Vittal Rao: What will be the estimated annual output of these mines when they work in full swing?

Shri K. C. Reddy: I have not got the exact figure available with me; but, it is about 3 million tons.

Shrimati Tarkeshwari Sinha: The hon. Minister said that plant and mining material are being imported from foreign countries. Is there any likelihood of any delay in this?

Shri K. C. Reddy: There is no likelihood of delay.

Mr. Deputy-Speaker: Next question 829.

The Deputy Minister of External Affairs (Shri Anil K. Chanda): The Prime Minister wanted to reply to this question.

Mr. Deputy-Speaker: It may be taken up later.

Indians in Hong Kong

*830. **Shri Kajrolkar:** Will the Prime Minister be pleased to state:

(a) whether Indian nationals were involved in the recent riots in Hong Kong;

(b) if so, details of the casualties suffered by them, and the material loss to which they were put; and

(c) what steps Government propose to take to see that they are compensated?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) No.

(b) and (c). Do not arise.

Shri Kajrolkar: Will Government place on the Table of the House the report submitted by the ambassador concerned?

Shri Sadath Ali Khan: The report submitted by the ambassador to the Prime Minister is not to be placed on the Table of the House.

Mr. Deputy-Speaker: That is not possible.

Shri Velayudhan: May I know whether the Indians were affected by these riots and whether the Government have got any report from our Consulate in Hong Kong or from the Chinese Government? Did they enquire about it?

Shri Sadath Ali Khan: No, Sir; we have received no such report.

Shri Velayudhan: Did they enquire?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): We have a Commissioner in Hong Kong and he has sent us detailed reports. No Indians have been affected by these riots.

Shri Punnoose: May I know the approximate number of Indians in Hong Kong and their main employment?

Shri Sadath Ali Khan: He may table another question.

Shri Velayudhan: If I remember aright, there were so many Indian shops in the riot affected areas. May I know whether the Government have made any special enquiry after getting this question whether these shops were looted?

Mr. Deputy-Speaker: He has already answered that no Indians have been affected. This question also is covered by it.

Shri Velayudhan: I want to know about the shops.

Mr. Deputy-Speaker: Indians have not been affected; it means Indians in business as well as Indians in life.

Diesel Oil

*831. **Shrimati Tarkeshwari Sinha:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) what efforts are being made to make the country self-sufficient in the supply of diesel oil; and

(b) what will be the expected requirement of diesel oil in the Second Five Year Plan?

The Parliamentary Secretary to the Minister of Works, Housing and Supply (Shri P. S. Naskar): (a) 80 % of High speed Diesel Oil requirements and 60% of Light Diesel Oil requirements are at present being met by the two Refineries at Trombay. The third refinery expected to go into production at Visakhapatnam will further reduce the gap. Besides there are plans for a further Refinery with Government participation to be set up to exploit indigierous crude oil discovered in Assam. Exploration for crude oil in other parts of the country is proceeding.

(b) About 1200 thousand tons Diesel Oil and 550 thousand tons Light Diesel Oil by the end of the 2nd Plan period.

Shrimati Tarkeshwari Sinha: May I know whether the Transport Ministry had given an estimate of the requirements to the Works, Housing and Supply Ministry?

The Minister of Works, Housing and Supply (Sardar Swaran Singh): That is a question which can more appropriately be addressed to the Transport Ministry. So far as the Transport Ministry's requirements are concerned, there are no separate requirements. This is the assessment of the total requirements of the country as a whole.

Shrimati Tarkeshwari Sinha: May I know whether the Government is of the view that in the next Five Year Plan, there is any possibility of large-scale dieselisation of our transport system in the country and whether the Government have taken any decision in that regard?

Sardar Swaran Singh: That does not arise out of this question. Certainly dieselisation is a step in the right direction. Steps have already been taken by the various Ministries, by the Transport Ministry and the Railway Ministry in respect of locomotives and automobiles and by the Heavy Industries Ministry in the matter of creating sufficient manufacturing capacity for that type of machinery.

Shri Bhagwat Jha Azad: May I know by what percentage our total production falls short of our requirements at present?

Sardar Swaran Singh: That has been given in the main answer. 80 per cent and 60 per cent are the figures that have been given in reply to part (a). They are being met by the two refineries at Trombay.

Shri G. P. Sinha: In view of the fact that there is an increase in the supply from indigenous sources, may I know why the prices are going up?

Sardar Swaran Singh: Because of higher cost of production and higher taxation also.

Shri Bhagwat Jha Azad: I would like to know by what percentage the gap will be reduced when our refineries go into operation.

Sardar Swaran Singh: By another 15 to 20 per cent.

Shrimati Tarkeshwari Sinha: May I know whether the Government has made any assessment of their ordinary day-to-day requirements and the requirements of the Plan? May I know the difference between the two?

Sardar Swaran Singh: The Plan does take into consideration our day-to-day requirements. It is no plan if it does not take into consideration our day-to-day requirements.

Monazite Sands

*839. **Shri Bibhuti Mishra:** Will the Prime Minister be pleased to refer to the reply given to Unstarred Question No. 865 on 23rd August 1956 and state:

(a) whether work on commercial basis has been started to exploit the uranium bearing monazite sands found in the district of Ranchi on the banks of river Ara and Raru; and

(b) what are Government's expectations regarding areas and extent of uranium to be found there?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) Yes. On the advice of the Department of Atomic Energy, active prospecting work for radioactive monazite sands is being carried out by the lessees, viz., Messrs. National Cement, Mines and Industries Ltd., Ranchi, in the area.

(b) The total quantity is insignificant compared with other deposits in India.

Export and Import Trade

*834 { **Thakur Jugai Kishore Sinha:**
Shri Asthana:
Babu Ramnarayan Singh:

Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) whether Government are aware of the fact that mostly those firms and persons take advantage of the export and import trade in the country who have got their offices in the towns and situated on the Ports and that people in Bihar and other States are at a disadvantage as there is no office of the Export and Import Department of the Government of India to furnish them with necessary information in time;

(b) if so, what measures Government contemplate to redress the grievances of the people;

(c) whether it is a fact that the bulk of Export and Import trade in the country is concentrated in the hands of the established Exporters and Importers;

(d) whether Government propose to extend the scope of Import and Export trade in the country to the new-comers; and

(e) if so, what steps have been taken by Government in this respect and with what result?

The Minister of Trade (Shri Karmarkar): (a) and (b). The advantages accruing to firms and persons having offices in port towns on grounds of geographical location cannot be conferred on people in inland towns by merely locating import and export offices at those places. Such persons should have no cause for complaint about lack of information since Government are giving adequate publicity to matters affecting exporters and importers by means of public notices, press notes etc.

(c) No, Sir.

(d) Provisions already exist for issue of licences to new-comers for a large number of items.

(e) Does not arise.

ठाकुर युगल किशोर सिंह : किन किन शर्तों पर लाइसेन्स दिये जाते हैं ?

श्री कर्मकर : गत पालिसी के बारे में जो बुक बपलिश हुई है, उसको माननीय सदस्य पढ़ सकते हैं और आईन्दा पालिसी के बारे में जनवरी में पढ़ सकते हैं।

Shri C. D. Pande: Has it come to the notice of the Government that many new-comers find it difficult to get licences because their names were not there in the shippers' list for 1946, 1947 or 1948?

Shri Karmarkar: The definition of "new-comer" is that the name should not be there already. A new-comer is a new-comer. The very object of making these import licences available for new-comers is to encourage people to come into the import line period by period enlarging the number of items which are admissible for new-comers. By new-comers we do not mean people absolutely new to the trade. A new-comer is someone who has dealt with the same commodity in India.

Shri C. D. Pande: Does Government realise that in cotton trade there are persons who have got their names in the shippers' list and who alone are given licences for export?

Shri Karmarkar: I do not want to take up the time of the House by reading the whole list. There are certain items which are admissible for new-comers and there are certain items not admissible for new-comers. I am prepared to discuss the matter at any length of time with the hon. Member.

Shri G. P. Sinha: What percentage of our external trade is being carried on by new-comers?

Mr. Deputy-Speaker: I think it was said to be 10 per cent.

Shri Karmarkar: I shall only give figures, for January-June, 1956.

For established importers the licence value was Rs. 92 crores. For actual users, people owning factories, requiring imported stuff for use in their factories, Rs. 191 crores. For new-comers it was Rs. 13 crores.

Shrimati Tarkeshwari Sinha: May I know whether it is a fact that in certain lines of import and export trade, licensing is completely banned so far as new-comers are concerned?

Shri Karmarkar: Yes. I think in some of the items they are completely banned. It will wholly dislocate things. It is not an advantage to give licences to new-comers. What a new-comer does with his licence, especially if it is small is for a commission to sell it to the port man.

An Hon. Member: Most of them are sold.

Mr. Deputy-Speaker: The hon. Minister need not answer questions put by hon. Members while they are sitting.

Shri Velayudhan: As reported in the press, the unfavourable trade balance in respect of imports and exports last year was about Rs. 400 crores. May I know whether any of the factors mentioned by the hon. Minister has contributed to such loss?

Shri Karmarkar: I could not follow the gist of the question.

Mr. Deputy-Speaker: Nor could I. He may repeat the question.

Shri Velayudhan: The unfavourable trade balance is about Rs. 400 crores as reported in the press the other day. The hon. Minister mentioned some factors. Have they contributed to this unfavourable trade balance?

Shri Karmarkar: Have you been able to make out, Sir, the question?

Mr. Deputy-Speaker: It is more for the hon. Minister to answer.

Shri Karmarkar: I fear I have missed. I will surmise. That question of trade balances has nothing to do with the subject matter of this question. If trade balances are shorter, we shall adjust our import policy accordingly.

Shrimati Tarkeshwari Sinha: May I know whether it is a fact that some new-comers have purchased the properties of the established exporters and importers, and whether the Government have banned them also? There are some cases before the Government. All their applications have been banned for export import licences.

Shri Karmarkar: My esteemed colleague the Finance Minister is answering this question.

The Minister of Finance and Iron and Steel (Shri T. T. Krishnamachari): I know there are certain cases of this kind. For transfer of quotas, there is a procedure laid down. If that procedure is followed and the authorities are satisfied that the transfer asked for is a *bona fide* transfer and the quota is necessary for carrying on the business, I am sure the authorities will give due weight to these considerations.

Shri Bhagwat Jha Azad: Apart from the jugglery of words of the hon. Commerce Minister, may we have a straight answer to the question in how many cases the department failed to deal when such licences are sold in the market to new-comers or old traders?

Shri Karmarkar: With regard to the type of transactions just now referred to by my esteemed colleague the Finance Minister, we go into the transactions and if there is a *mala fide* transaction, we do not allow. In all *bona fide* transfers, we do not want to deprive a new party in the old concern. What matters is the unit importing or exporting and not the person.

Rehabilitation of Displaced Persons

*839. **Shrimati Renu Chakravartty:** Will the Minister of Rehabilitation be pleased to refer to the reply given to Starred Question No. 2041 on the 12th September, 1956 and state:

(a) whether it is a fact that no portion of lands acquired in Dhapa-Manpur, Mouja, District 24 Parganas, West Bengal, and adjoining areas has been allotted for refugee rehabilitation;

(b) whether the Union Government have requested the State Government for the same; and

(c) if so, the result thereof?

The Minister of Rehabilitation (Shri Mehr Chand Khanna): (a) No land in Dhapa-Manpur Mouja has been allotted to displaced persons. 218 acres of land in villages adjoining Dhapa-Manpur have been notified for acquisition for the purpose of settlement of displaced persons.

(b) No specific request has been made by the Government of India to the Government of West Bengal for acquisition of land in Dhapa-Manpur Mouza for allotment to displaced persons.

(c) Does not arise.

Shrimati Renu Chakravartty: Are we to infer that the Government have not acquired any substantial area in Dhapa-Manpur and that the land which has already been acquired across the canal in the area of Bagjola right up to Rajarhat-Harua are going to be utilised for refugee rehabilitation?

Shri Mehr Chand Khanna: Is the hon. Member referring to Dhapa-Manpur Mouza or some other area?

Shrimati Renu Chakravartty: In view of the fact that no substantial area in Dhapa-Manpur Mouza has been acquired, are we to infer that the Government are going to settle the refugees in the lands that have been acquired across the canal in Bagjola Harua area.

Shri Mehr Chand Khanna: The acquisition in Calcutta is under a big scheme which is called the North Salt Lake scheme, undertaken by the Government of West Bengal which is going to be worked through Dutch Engineers. The idea is that it should be used for the expansion of Calcutta. In that area also we are getting a small bit for displaced persons. I understand that the likelihood of this area becoming available will not arise till next year because the leases will continue.

Shrimati Renu Chakravartty: In the portions that have been acquired, according to the Minister for Rehabilitation, the refugees that are already in the Bagjola

transit camp area will be the people who will get the first priority to be settled in these areas.

Shri Mehr Chand Khanna: I do not know about the priority to be given. That is a matter for the State Government because the rehabilitation of displaced persons and locating them in certain areas is their administrative responsibility. I did inform the hon. Member last time, if I remember correctly, that as far as the Bagjola area is concerned, our intention is to keep the people there who are eligible.

Shrimati Renu Chakravartty: May I know what is the reason why the Government have not asked the State Government of West Bengal to give a substantial portion of the huge area which is being acquired under their North Salt Lake scheme for rehabilitation of refugees which is one of the most pressing problems of West Bengal.

Shri Mehr Chand Khanna: For the simple reason as I have just stated, that this area is being acquired for the expansion of the city of Calcutta and we are getting a small bit out of it.

पाकिस्तानी हेलीकाप्टर (विमान) का
उतरना

†
*८४१. { श्री अनिरुद्ध सिंह :
 { श्री गिडबानी :

क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि १२ नवम्बर १९५६ को पश्चिम बंगाल के नदिया जिले के नेहट्टा क्षेत्र में एक पाकिस्तानी हेलीकाप्टर विमान उतरा या ;

(ख) क्या यह भी सच है कि उस विमान में एक पाकिस्तानी फौजी अफसर और दो अन्य विदेशी थे; और

(ग) यदि हां, तो इस मामले में क्या कार्रवाई की गई है ?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) and (b). It is a fact that a helicopter belonging to Pakistan landed at Betai within the jurisdiction of Tehatte Police Station in the Nadia District on 12th November, 1956. The occupants were two Americans and on Pakistani national, who appeared from his dress to be an orderly. On landing the discovered that they were on Indian territory and they left immediately.

(c) A communication has been sent to the Government of Pakistan asking them to ensure that such incidents do not recur.

श्री अनिलकुमार सिंह : क्या सरकार पाकिस्तान की इस प्रकार की बार बार की नाजायज और अन्तर्राष्ट्रीय कानून के विरुद्ध हरकतों की पुनरावृत्ति को रोकने के लिये कोई मुश्किल हल सोच रही है ?

Shri Anil K. Chanda: It seems that they wanted to land in Meherpur in East Pakistan and by mistake they landed in Indian territory. As soon as they realised that that was Indian territory, they immediately left the place.

Shri Kamath: Is the Deputy-Minister in a position to tell the House whether such and similar incidents of trespass or encroachment or raid have been on the increase, particularly recently since the assumption of Prime Ministership of Pakistan by Mr. Suhrawardy, and if so, how can such instances be viewed in the light of what the Prime Minister stated yesterday in the Rajya Sabha that the Pakistan Premier's pronouncements seem to be a prelude to some little trouble.

Mr. Deputy-Speaker: Information that has been asked whether there is an increase may be given.

Shri Anil K. Chanda: I do not think there is increase of such incidents of late.

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): What I said was that a barrage of propaganda and statements has often taken place in the past as a kind of prelude to something, and one wonders what this is a prelude for.

Shri Dhruv: May I know for how many hours the helicopter was there and whether the occupants were all along sitting in the helicopter or outside on the ground?

Mr. Deputy-Speaker: If that was a mistake there is very little to know whether they came out of it or remained there.

Shri Anil K. Chanda: They came out of it, they enquired and looked at the sign post and immediately left. All this happened within the course of five minutes or so.

Shri Tek Chand: What is the exact explanation emanating from the Pakistan Government?

Shri Jawaharlal Nehru: About what?

Shri Tek Chand: About this aerial trespass?

Mr. Deputy-Speaker: That has already been given.

Shri Jawaharlal Nehru: It is obvious it was an error. One cannot spot a boundary from the air. By mistake they entered slightly on Indian territory. As soon as they knew, they went away. I do not think it was a deliberate coming into Indian territory.

Shri Tek Chand: Is this aerial trespass the first of its kind? Is it a solitary instance?

Shri Jawaharlal Nehru: So far as the helicopter is concerned, as far as I know, it is the first, but, of course, there have been many cases of aircraft flying across and coming over Indian territory. That has been referred to in this House several times.

Shri Kamath: Is there any truth in certain press reports that Pakistan is building new air bases and perhaps strengthening her old ones also with foreign aid?

Mr. Deputy-Speaker: This is quite irrelevant to the helicopter landing here.

Shri Kamath: It indirectly flows from it.

भारतीय राष्ट्रीय ट्रेड यूनियन कांग्रेस

*८४२. श्री रघुनाथ सिंह : क्या धन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारतीय राष्ट्रीय ट्रेड यूनियन कांग्रेस (इन्टक) ने श्रमिकों का पारिश्रमिक बढ़ाने की मांग सरकार के सामने रखी है; और

(ख) यदि हां, तो सरकार का इस सम्बन्ध में क्या रवैया है ?

धन मंत्री (श्री आशिष कश्यप): (क) राष्ट्रीय मजदूर कांग्रेस की कार्यकारिणी समिति ने वेतन बढ़ाने के सम्बन्ध में, हाल ही में जो प्रस्ताव पास किया है, वह सरकार के पास भेजा है।

(ख) कुछ उद्योगों के लिये वेतन बोर्ड नियुक्त करने के बारे में सरकार विचार कर रही है।

Shri Velayudhan: The answer may also be given in English.

Mr. Deputy-Speaker: The answer may also be given in English as some Members have not understood.

Shri Abid Ali : (a) A resolution on wage increase passed by the Working Committee of the I.N.T.U.C. recently has been brought to the notice of Government.

(b) Government have under consideration the question of setting up Wage Boards for some industries.

श्री रघुनाथ सिंह : क्या मैं जान सकता हूँ कि उनकी खास खास मांगें क्या हैं ?

श्री आबिद अली : कोई खास मांग नहीं है, यही वेतन बढ़ाने की मामूली मांग है कि उनका वेतन बढ़ना चाहिये।

Shri L. N. Mishra : May I know whether the Government, before it takes any concrete decision in the matter, would consult the Finance Ministry also with a view to ascertain whether any increase in wages will lead to inflation or not ?

Shri Abid Ali : Government means Government, all Ministries concerned.

Shri Bhagwat Jha Azad : May I know, in the light of the resolution of the Working Committee of the I.N.T.U.C. what Government propose to do in the matter excepting those industries where already Wage Boards have been set up ?

Shri Abid Ali : Wage Boards have not been set up so far for the industries which are under consideration.

Shri T. B. Vittal Rao : May I know what decision has been arrived at regarding the demand of the I.N.T.U.C. for an interim wage increase by 25 per cent pending the appointment of Wage Boards and a final decision on their conclusions ?

Shri Abid Ali : I do not think there is any demand for interim or immediate increase. There is a demand for wage increase and that will be considered by the Wage Boards in the case of such industries for which Wage Boards would be set up.

Shri Sarangadhar Das : May I know if in view of the fact that in the industries there is a demand for increase in wages and similarly there is a demand for increase in the salaries of poorly paid servants of the Central Government, Government are considering the appointment of a Pay Commission to take up that matter ?

Shri Abid Ali : No, Sir. Not at present.

Shrimati Tarkeshwari Sinha : May I know if Government are in a position to give any information that there is in the country cost inflation due to the rise in wages and expansion of wages in the country ? Are Government in a position to clarify this issue ?

Shri Abid Ali : Exactly that will be the function of the Wage Board, to find out to what extent wage increase is necessary and justifiable.

Mr. Deputy-Speaker : Shri Dhusiya.

Shrimati Tarkeshwari Sinha : I asked a different question.

Mr. Deputy-Speaker : I will give her another opportunity. I have called another Member there.

श्री दुसिया : यह जो अधिक मजदूरों की मांग की गई है तो क्या इसके पैरलेल (समानान्तर) अधिक काम करके भी दिखाया है या उसी काम पर अधिक मजदूरी की मांग की है ?

Mr. Deputy-Speaker : Shrimati Sinha.

Shri Dhusiya : My question has not been answered.

Mr. Deputy-Speaker : The question is whether there has been some increase in the output also simultaneously with the demand for increase in wages.

श्री आबिद अली : प्रोडक्शन काफ़ी बढ़ा है।

Shrimati Tarkeshwari Sinha : The Hon. Minister said that the Wage Board will decide about this issue of cost increase and its relation to wage increase. But the fact is that the wages have increased and the expansion of wages has been taking place. May I know whether Government can give any clarification that there has been already a cost inflation in the country because of this expansion and increase in wages ?

Mr. Deputy-Speaker : The Hon. Lady Member puts out some proposition and exposition and then when the Minister is not able to answer, she complains that her question has not been answered. If she were very precise and short, certainly the answer would come in the same way.

Shrimati Tarkeshwari Sinha : The position of cost inflation is a very simple question.

Mr. Deputy-Speaker : Not for everybody. The Hon. Minister, if he is able to answer, may answer.

Shri Abid Ali : There is some increase in the cost of living no doubt, if that is the question.

Shri Velsayudhan : Because of delay in the appointment of the Wage Board, will this increase in wages be decided with retrospective effect ?

Shri Abid Ali : There is no delay. The hon. Member's presumption is wrong.

Shri U. M. Trivedi : What is the ratio between the efficiency of an ordinary labourer today and the efficiency when he was getting only Rs. 18 ten years back ?

Shri Abid Ali : The efficiency is better now.

Shri U. M. Trivedi : What is the ratio of the efficiency ?

Shri Abid Ali : For that, of course, much will have to be said.

Shri Bhagwat Jha Azad : May I know whether it is not a fact that there has not been increase in the wage by the same percentage as there has been increase in the production in the country ?

Shri Abid Ali : Wages also have increased.

Shri Bhagwat Jha Azad : Not by the same proportion.

उत्तरी सीमा

*७४३. श्री भक्त दर्शन : क्या प्रधान मंत्री १८ अप्रैल, १९५६ के अतारंकित प्रश्न संख्या ११३२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) भारत की उत्तरी सीमा के समानान्तर खींची गई "भ्रान्तरिक रेखा" में संशोधन करने के लिये जिस प्रश्न पर विचार किया जा रहा था, क्या उसके बारे में इस बीच अन्तिम निर्णय कर लिया गया है ; और

(ख) कब तक अन्तिम निर्णय हो जाने की आशा की जा सकती है ?

बैद्येशिक-कार्य मंत्री के सभा सचिव (श्री जे० ना० हज़ारिका) : (क) और (ख) भारत सरकार और संबद्ध राज्य सरकारों के प्रतिनिधियों ने बदली गई "इनर लाइन" (भ्रान्तरिक रेखा) की स्थिति के मोटे सिद्धांतों का फैसला कर लिया है। इन फैसलों पर अमल हो रहा है और उम्मीद है कि नई लाइन को बताने के बारे में एक विज्ञप्ति जल्दी ही प्रकाशित कर दी जायगी और सदन की मेज पर रख दी जायगी।

Mr. Deputy-Speaker : The English version may also be given.

Shri J. N. Hazarika : (a) and (b). The representatives of the Government of India and the State Governments concerned have finalized the broad principles governing the location of the revised inner line. Action to implement these decisions is in progress and it is hoped that a notification embodying the description of the new line will soon be published and also laid on the Table of the House.

श्री भक्त दर्शन : क्या मैं यह जान सकता हूँ कि वे कौन से आधार हैं जिनके सिलसिले में इस रेखा का संशोधन किया जा रहा है ?

Shri J. N. Hazarika : The broad principles are (1) to include wider area as directed by the Prime Minister in 1954, (2) to maintain the continuity of our Inner Line right across our border as it runs along natural, clearly defined physical features, and (3) to facilitate easy supervision.

श्री भक्त दर्शन : क्या गवर्नमेंट के ध्यान में यह बात आई है कि बद्रीनाथ सीखा स्थान जो कि सारे भारतवर्ष का प्रसिद्ध तीर्थ स्थान है और "बैली ग्राफ प्लानवर्स" अर्थात् फूलों की घाटी जिसको कि देखने के लिये दुनिया के कोने कोने से लोग आते हैं, वे वहां सलिये नहीं जा सकते हैं क्योंकि इनर लाइन की वजह से अड़चन पड़ती है तो क्या इस बारे में भी विचार किया जा रहा है ?

Shri J. N. Hazarika : I require notice to reply to that aspect of the question.

Shri C. D. Pande : Is the Government aware that the space between the Inner line and the Outer Line is now disappearing, because the Chinese are encroaching adversely on our frontier ?

There are a number of cases in Assam, in Almora and Garhwal where they have actually crossed even the inner line. Will Government take some action and ask the friendly Government of China to desist from encroaching on our territory ?

The Deputy Minister of External Affairs (Shri Anil K. Chanda) : No. The information is not correct.

Shri C. D. Pande : It is absolutely correct.

Shri U. M. Trivedi : Is it a fact, and has it been so brought to the notice of Government that the inner line of India, whether in the north or in the west or in the east has been encroached upon by all our border friends ?

Shri Anil K. Chanda : It is not correct.

Shri Tek Chand : What is the exact manner of demarcation of the boundary line on the surface and not on the paper ?

Shri Anil K. Chanda : The line is on the paper.

Shri C. D. Pande : In Assam, there is a line called MacMohan line. Between the MacMohan line and the former Chinese territory on the Tibetan border there used to be a vast area.

Mr. Deputy-Speaker : The question should come straight.

Shri C. D. Pande : That area is being narrowed down. Have Government taken any action to stop that ?

Shri Anil K. Chanda : Our international border on the north and the east is very clearly defined and is well known.

श्री भक्त दर्शन : मेरे पहले प्रश्न को शायद माननीय मंत्री जी समझ नहीं पाये। मेरा मतलब यह था कि बहुत से विदेशी जो केवल पर्यटन के लिये जाना चाहते हैं, इनर लाइन के बन्धन की वजह से नहीं जा पाते। क्या ऐसे इलाकों, अर्थात् इनर लाइन पर के स्थानों, का संशोधन करने का विचार किया जा रहा है ?

Shri Anil K. Chanda : This matter must have been known to the Uttar Pradesh Government, and we had received the recommendations of the Uttar Pradesh Government on this matter, and they just have been considered.

Shrimati Kamlendu Mati Shah : May I know whether the place called Gungum Nala is still in our possession or it has been taken away by Tibet ?

Mr. Deputy Speaker : That will be difficult to answer.

Shri Anil K. Chanda : A separate question may be put.

Shri Kamath : Have the Government of China withdrawn from circulation certain old maps, not very old, circulating in the country till two or three years ago which showed certain parts of Indian territory as being included in China ?

Shri Anil K. Chanda : The Hon. Member refers to a map that was in circulation three years ago. This matter has been discussed on the floor of the House on several occasions.

Shri C. D. Pande : Has it been redressed ?

U.S.S.R. Credit for Industrial Equipment

*845 { **Shri H. G. Vaishnav :**
Shri Velayudhan :
Shri Raghunath Singh :
Shri Kajrolkar :
Shri R. P. Garg :

Will the Minister of Production be pleased to state :

(a) whether U.S.S.R. has offered to India a credit for the purchase of industrial equipment ;

(b) if so, the extent of the credit and the conditions thereof ; and

(c) in what way the credit is sought to be utilised ?

The Minister of Production (Shri K.C. Reddy) : (a) Yes.

(b) A statement is laid on the Table of the House. [See Appendix III, annexure No. 98].

(c) The projects which should be financed from this source are under consideration.

Shri H. G. Vaishnav : May I know in how many instalments the equipment is going to be supplied ?

Shri K. C. Reddy : The statement that I have laid on the Table of the House indicates the terms on which the credit offer has been made. The payment will be spread over a period of twelve years.

Shri H. G. Vaishnav : Will some experts also follow along with the equipment to direct their operation properly ?

Shri K. C. Reddy : These are all matters of detail which I would like to go into later on.

Shri Velayudhan : What will be the total amount that will be covered by this aid ?

Shri K. C. Reddy : The statement I have laid on the Table of the House gives that information. The amount is up to 500 million roubles equivalent to about Rs. 55 to 60 crores.

Pandit D.N. Tiwary : May I know the interest that we shall have to pay on this credit ?

Shri K. C. Reddy : 2½ per cent.

Shri Velayudhan: May I know whether this credit will be spread over a certain number of years or will be raised at a stretch?

Shri K. C. Reddy: All these details have been given in the statement laid on the Table of the House.

Indian Cotton

Shri Kamath:
846. { **Sh. M. S. Gurupadaswamy:**
 Shri H. N. Mukerjee:

Will the Minister of Commerce and Consumer Industries be pleased to refer to the reply given to Starred Question No. 2078 on the 12th September, 1956 and state:

(a) the Floor and Ceiling prices fixed for each standard variety of Indian cotton separately in 1955 and 1956;

(b) whether the Floor and Ceiling prices for each variety in any year when once fixed, are unalterable or are subject to modification; and

(c) if they are alterable, in what circumstances and on what grounds?

The Minister of Consumer Industries (Shri Kanungo): (a) A statement showing the floor and ceiling prices of Indian Cotton for the Cotton Season 1955-56 and 1956-57 is laid on the Table of the House. [See Appendix III, Annexure No. 99].

(b) Floor and Ceiling Prices fixed for different varieties of Indian cotton for a particular season apply throughout the season and are not altered during the course of that season.

(c) Does not arise.

Shri Kamath: Arising out of the answer to part (b) of the question, may I know whether it is a fact that last year, that is in 1955-56, the ceiling price was altered after the closure of the market for two weeks from Rs. 840 to Rs. 700 per kandy? Is it also a fact that this alteration was referred to by the Minister's colleague, Dr. P. S. Deshmukh, the Minister of Agriculture, in the Rajya Sabha, as not having been in the growers' interest?

Shri Kanungo: I have no information at the moment. I would require notice.

Shri Kamath: Is it a fact that the Minister has no information about the first part of the question also? For the second part, he said he required notice.

Shri Kanungo: For the first part also.

Shri Kamath: He does not know for the first part also. It is very strange. His former senior colleague is not here

unfortunately; otherwise, he might have been asked to answer it. Is the Minister of Commerce also ignorant of this matter? He was in Bombay at that time.

Mr. Deputy Speaker: If he had known he might have stood up. Does the hon. Member want to put any other question?

Shri Kamath: Is it a fact that on November 29th, only a few days ago, the Finance Minister said that the price of cotton in Bombay, that is to say, of the Vijay cotton—which is one of the varieties referred to in the statement which was Rs. 749 per kandy was reasonably good—whereas last year, he considered the same price exorbitant and reduced it to Rs. 700, though the crop expectation last year was only 43 lakhs of bales while this year, it is 55 lakhs of bales?

Shri Kanungo: I am not aware of the statement which the hon. Member has referred to.

Shri Kamath: The Minister is absolutely ignorant.

Shrimati Tarkeshwari Sinha: May I know whether in fixing the ceiling and floor prices of cotton, Government are guided by the supply position of foreign cotton, especially Egyptian cotton? If so, what is the present position in regard to the price of cotton, since the supply of Egyptian cotton has been closed?

Shri Kanungo: The main question is adequate price for cotton grown in our country, and the prevention of diversion of land from food crops to cotton crops. There are other considerations also.

As far as the import position in respect of long-staple cotton from other countries, including Egyptian cotton, is concerned, the conditions are very hopeful.

Shri Kamath: Is the House to understand that once the floor and ceiling prices are fixed for the season they are never altered?

Shri Kanungo: They have not been altered so far.

Shri Kamath: You will get it in the neck.

Nuclear Test by Soviet Union

*847. **Shri C. R. Narasimhan:** Will the Prime Minister be pleased to state:

(a) whether the nuclear test explosion conducted by the Soviet Union on or about 17th November, was detected in India by the arrangements made for the purpose in this country; and

(b) whether any rough or precise idea has been formed as to the range and magnitude of this test?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) The radioactivity of the air recorded in Bombay showed an increase of about 40% on 20th and 21st November. It came to the normal level from 23rd November onwards. The increase in radioactivity is presumably due to a nuclear explosion.

(b) On previous occasions, unclear explosions gave an increase of 400 to 500% in atmospheric radioactivity. It is, therefore, probable that the magnitude of this explosion was smaller than that of some previous explosions.

Shri C. R. Narasimhan: Can it be said that the radio-active fall-out is on the increase, as apprehended in Japan? May I also know whether the present increase is dangerous or not?

Shri Jawaharlal Nehru: The levels of radio-activity thus far measured are much below danger level. As for the question of its being on the increase, it is not a continuous thing; it is a question of measuring each explosion, and the last one apparently was on a smaller scale.

I might add that arrangements have been made to collect samples of rain-water and dust at Delhi, Nagpur, Calcutta and Bangalore with the help of the Indian Meteorological Department and despatch the same to Bombay daily for test. Similar arrangements are being made at Srinagar and other centres.

Shri C. R. Narasimhan: In Japan, it is apprehended that the total accumulation of radio-activity is ever on the increase. I would like to know whether comparative figures are available here or will be made available here.

Mr. Deputy-Speaker: The answer to that has been given already.

Shri C. R. Narasimhan: What I would like to know is whether it is mounting up during each period or sometimes it is decreasing.

Shri Jawaharlal Nehru: I cannot give any answer to that, except to say that thus far it is well below danger level.

WRITTEN ANSWERS TO QUESTIONS

Oil Refineries

*813. { **Shri Bansal:**
Shri Gidwani:

Will the Minister of Production be pleased to state whether Government have examined the cost structure of Burma Shell

Refinery, Standard Vacuum Refining Company and Caltex Oil Refining (India) Limited?

The Minister of Production (Shri K. C. Reddy): This is being done in respect of the Burma Shell and the Standard Vacuum Oil Refineries. The Caltex Oil Refinery is still under construction.

Meteorological Observatories in Afghanistan

*817. **Shri Bhagwat Jha Azad:** Will the Minister of Communications be pleased to state:

(a) whether Government of India have insisted the Government of Afghanistan in setting up meteorological observatories in Afghanistan;

(b) the details of assistance so far rendered; and

(c) how many such observatories have been set up?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) to (c). I lay on the Table of the Lok Sabha a statement giving the requisite information. [See Appendix III, annexure No. 100].

Antarctica

*819. { **Shri Krishnacharya Joshi:**
Shri D. C. Sharma:
Sardar Iqbal Singh:
Sardar Akarपुरi:

Will the Prime Minister be pleased to state:

(a) whether the Government of India have submitted a memorandum to United Nations with regard to Antarctica; and

(b) if so, its nature?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) Yes.

(b) Copy of the memorandum is laid on the Table of the House. [See Appendix III, annexure No. 101]

I should like to add for the information of the Hon'ble Members that we have since withdrawn our request for inclusion of this item in the agenda of the current session of the General Assembly.

Refugees from East Pakistan

*821. **Shri Gidwani:** Will the Minister of Rehabilitation be pleased to state:

(a) whether it is a fact that a number of East Pakistan displaced women and children who were sent to Saurashtra have returned to Calcutta; and

(b) if so, whether they have been provided with accommodation in any Home?

The Minister of Rehabilitation (Shri Mehr Chand Khanna): (a) Yes, some have returned to Calcutta.

(b) They have for the present been accommodated by the Government of West Bengal in the Accommodation Centre at Midnapore.

Collieries

***822. Shri S.C. Samanta:** Will the Minister of Production be pleased to state:

(a) the amount paid to collieries as assistance for stowing for safety and for conservation during 1955-56; and

(b) whether any colliery was punished for not observing the Coal Mines (Conservation and Safety) Act and Rules?

The Parliamentary Secretary to the Minister of Production (Shri R. G. Dubey): (a) Stowing for safety: Rs. 61, 41,423/15/- Stowing for conservation: Nil.

(b) No.

P.&T. Employees (Hyderabad Circle)

***823. Shri K.S. Rao:** Will the Minister of Communications be pleased to refer to the reply given to Starred Question No. 471 on the 30th July, 1956 and state:

(a) whether the fixation of *inter se* seniority of the ex-employees of the Hyderabad State in the Hyderabad Postal Circle *vis-a-vis* other Central Government employees has since been completed;

(b) when the same is likely to be finalised; and

(c) if not, the reasons therefor?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) Not yet.

(b) By February, 1957. Efforts are, however, being made to complete it earlier.

(c) Final orders regarding fixation of seniority of the staff of the former Indian States taken over by the Government of India consequent on Federal Financial Integration have been issued only recently. It would take sometime to prepare combined circle gradation lists on the basis of these orders. The concerned authorities have been asked to finalise the case quickly.

Building Works of the Ministry of Communications

***825. Shri Bheekha Bhai:** Will the Minister of Communications be pleased to refer to the reply given to Starred Question No. 1683 on the 3rd September, 1956, and state:

(a) whether a Separate Division of C.P. W.D. solely for the construction programme of the Communications Ministry has started functioning; and

(b) if so, the number of buildings whose construction work has since been started?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) The works of the Ministry of Communications are not being handled by a single Division but all the Divisions of the C.P.W.D. handling those works have been brought under the control of one Additional Chief Engineer as against three prior to the new arrangement.

(b) 24 works have been started since the control has been unified under one Additional Chief Engineer.

Cost of Coal Production

***828. Shri K. C. Sodhia:** Will the Minister of Heavy Industries be pleased to state:

(a) the actual cost of production of coal per ton and the cost agreed to by the Tariff Commission with regard to the coal produced by the Tata and Indian Iron Companies from their own private collieries for the year 1954-55;

(b) whether it is the same in case of both the companies; and

(c) how does the cost per ton of the above-mentioned coal compare with the cost per ton of the same kind of coal produced in the neighbouring collieries?

The Minister of Trade (Shri Karmarkar): (a) to (c) The Tariff Commission's report on the treatment of colliery block for purposes of determining the retention prices of steel was placed on the Table of the Sabha on 26th July 1955. The Government's resolution thereon, which deals *inter alia* with the cost of coal produced by steel companies was also placed on the Table of the Sabha along with this report. The average cost per ton of the coal produced by the Tata Iron and Steel Company Ltd. and the Indian Iron and Steel Company Ltd. was computed by the Tariff Commission at Rs. 20/4/- and Rs. 16/8/- respectively as compared to the cost of Rs. 15/4/- and Rs. 14/4/- per ton for the same coal, if purchased from market collieries.

N.E.F.A.

***832. Shri Shivananjappa:** Will the Prime Minister be pleased to state:

(a) whether it is a fact that a convoy carrying some senior officials of NEFA and other staff escorted by military personnel was ambushed on 25th October, 1956 by Naga gangsters on Angurimokochung Road;

(b) if so, how many persons were killed by the gangsters; and

(c) other details of this incident?

The Parliamentary Secretary to the Minister of External Affairs (Shri J. N. Hazarika): (a) to (c). On the 25th October, 1956, Financial Adviser, NEFA, Superintending Engineer, NEFA, Executive Engineer, Tuensang and Assistant Financial Adviser with a stenographer, were returning from a tour of the Tuensang Frontier Division of the North East Frontier Agency. They were escorted by Assam Rifles. They were shot at by the hostiles on the Mokochung-Anguri Road in the Naga Hills District of Assam. As a result one driver of the Assam Rifles and the Stenographer died through injuries received. One other rank of Assam Rifles was also wounded. As a result of counter-action against the hostiles, one hostile was killed and one rifle and 15 rounds of ammunition were captured.

Credit Facilities for Small Industries

***833. Shri Shree Narayan Das:** Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) the important details of the experiment in the nine pilot project centres to draw up a coordinated programme for credit facilities to small industries through banking institutions, at present being carried on by the State Bank of India; and

(b) for how long the experiment will be carried on?

The Minister of Consumer Industries (Shri Kanungo): (a) and (b). A statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 102]

Export Credit Guarantee Scheme

***835. Shri Tulsidas:** Will the Minister of Commerce and Consumer Industries be pleased to refer to the reply given to Starred Question No. 733 on the 6th August 1956, and state:

(a) whether Government have since examined the recommendations of the Export Credit Guarantee Committee; and

(b) if so, what action is being taken on the various recommendations in instituting an Export Credit Guarantee Scheme?

The Minister of Trade (Shri Karmarkar): (a) and (b). The recommendations made by the Export Credit Guarantee Committee are still under examination. Government have invited the comments of important Associations, Chambers of Commerce, Banks and the members of Trade and Industry who had replied to the Committee's questionnaire or had tendered oral evidence. These comments have not yet been received from some of the parties

addressed Government propose to finalise their views on the recommendations of the Committee after giving full consideration to these comments.

Asoka Hotel

***836. Shri Gadilingana Gowd:** Will the Minister of Works, Housing and Supply be pleased to state:

(a) the total strength of the staff of Asoka Hotel; and

(b) the estimated annual cost of the staff of the Hotel?

The Parliamentary Secretary to the Minister of Works, Housing and Supply (Shri P. S. Naskar): (a) the strength of the hotel staff as on 30th November 1956 stood at 769.

(b) The estimated annual cost of the staff recruited is Rs. 7.67 lakhs.

Steel Equalisation Fund

***837. Shri K. K. Basu:** Will the Minister of Heavy Industries be pleased to state:

(a) the total amount collected so far on Steel Equalisation Fund;

(b) how much has been utilised and in what manner;

(c) whether Tata Iron and Steel Company and Indian Iron and Steel Company have got any financial assistance from Government and if so, their terms and conditions; and

(d) how far their development works have progressed?

The Minister of Trade (Shri Karmarkar): (a) and (b). The accruals to the Iron and Steel Equalisation Fund arise mainly from the difference between the statutory selling prices of iron and steel and the prices payable to the producers. The accrual to the fund upto the end of October, 1956 was about Rs. 68.8 crores out of which Rs. 37.44 crores was used for equalising the prices of iron and steel and Rs. 15.16 crores was given as repayable advances to Tata Iron and Steel Co. Ltd. and Indian Iron and Steel Co. Ltd.

(c) A statement is laid on the Table of the House. [See Appendix III, annexure No. 103].

(d) Expansion programmes of the steel companies are proceeding according to schedule.

Lemon Grass Oil

*838. **Shri V. P. Nayar:** Will the Minister of Heavy Industries be pleased to state :

(a) whether the scope for producing Vitamin A from Lemon Grass Oil said to be under examination at page 411 of the Second Five Year Plan, has since been fully examined; and

(b) if so, whether a factory for the production of Vitamin A is proposed to be established?

The Minister of Trade (Shri Kar-markar): (a) and (b). Not yet, Sir. The matter is still in the consideration stage.

Representation by Indians in Burma

*840. **Shri B. S. Murthy:** Will the Prime Minister be pleased to state:

(a) whether any representation has been received from the Indians in Burma regarding the new provision of payment for registration under the foreigners Registration Act of Burma; and

(b) the steps taken to remedy this?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) and (b). Yes. The All Burma Indian Congress have sent us as copy of a resolution passed by them on the subject. They have requested the Government of the Union of Burma for a modification of these new rules. The Ambassador for India in Burma, to whom also representations were made, has taken up the matter with the Government of Burma and further developments are awaited.

According to these new Registration Rules all foreigners are expected to renew their Foreigners Registration Certificates annually on payment of a fee of Rs. 25/-. A fee of Rs. 15/- has also been prescribed for revalidation of Certificates when the foreigners return after short trips abroad. The Rules came into force from 1st October 1956 and the period of one month prescribed for registration has been extended by further one month.

Indians in Ceylon

*844. { **Sardar Iqbal Singh:**
Sardar Akarpuri:
Shri D.C. Sharma:

Will the Prime Minister be pleased to state at what stage at present is the issue of citizenship of people of Indian origin in Ceylon?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): There were brief conversations of a preliminary and general nature between the Prime Ministers of India and Ceylon in London on this subject at the time of the Commonwealth Prime Ministers Conference earlier this year. It was then decided to continue these conversations at a convenient date later.

Creches in Mines

*849. **Shri Deogam:** Will the Minister of Labour be pleased to refer to reply given to Unstarred Question No. 1855 on: 13th September, 1956 and state:

(a) whether as the result of serving 'show cause notices' against the seven mine-owners in Barbil, Bara-jamda, Nomanandi and Danguaposh mines areas, all the mine-owners have now provided creches for the miners' children;

(b) whether the creches are well furnished with all the necessities;

(c) whether trained nurses are appointed for taking adequate care of children; and

(d) whether the creches are really made use of by the miners?

The Deputy Minister of Labour (Shri Abid Ali): (a) Five mine-owners have started building creches. One mine was closed and subsequently reopened on the 26th October, 1956. The owner of the mine has again been asked to provide a creche. The remaining one mine is working under a temporary permit.

(b) to (d). Do not arise.

Indian High Commission in London

*850. { **Dr. Rama Rao:**
Shri Mohana Rao:
Shri Gidwani:

Will the Prime Minister be pleased to state:

(a) whether pay increments for Indian Clerks of the Indian High Commission, London were gazetted in July last year;

(b) whether these increments have been paid;

(c) if not, why; and

(d) what steps have been taken to meet the grievances of the staff of the Indian High Commission in London?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) In July, 1955, the U.K. Treasury announced pay supplements for certain grades of Civil Services in the United Kingdom.

(b) The pay supplements, sanctioned by the U.K. Treasury for their own civil servants do not automatically apply to the

staff of the Indian High Commission in London. In the past the Government of India have granted similar pay supplements to their own staff after due consideration. Decision has been taken to grant pay supplements announced by the U.K. Treasury in July, 1955, to certain grades of employees in the Indian High Commission, including clerks. In regard to other grades, the matter is still under consideration.

(c) Does not arise.

(d) Please see (b) above.

U.K. Textile Mission

*851. { Shri Bansal:
Shri D.C. Sharma:
Shri Bahadur Singh:

Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) whether the U.K. Textile Mission visited India; and

(b) if so, the nature of discussions held with the Mission?

The Minister of Consumer Industries (Shri Kanungo): (a) No, Sir. It is reported that they might come in January 1957.

(b) Does not arise.

Workmen's Compensation Act, 1923

*852. **Shri T. B. Vittal Rao:** Will the Minister of Labour be pleased to state the reasons for the delay in bringing forward the Bill amending the Workmen's Compensation Act, 1923 as assured by the Deputy Minister of Labour during November/December, 1955 Session?

The Deputy Minister of Labour (Shri Abid Ali): In view of the issues involved and the necessity of consulting various interests concerned, finalization of such proposals takes time.

Seismographic Stations

*853. **Shri D. C. Sharma:** Will the Minister of Communications be pleased to state:

(a) whether Government are aware of the fact that there are seventy seismographic stations in the various parts of the Soviet Union where atomic and hydrogen explosions can be registered which occur in any part of the world; and

(b) if so, whether the Government of India propose to set up similar stations in India?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) No official information is available regarding the number of seismograph stations operating in the Soviet Union and their instrumental equipment.

(b) A special type of sensitive seismograph is at present installed at the Central Seismographical Observatory at Shillong which has been found to be capable of recording the artificial tremors set up by distant explosions of atomic and hydrogen bombs. A plan for equipping some of the remaining seismological observatories in India with this type of seismograph is under consideration.

Air Transport Council

*854. { Shri Krishnacharya Joshi:
Pandit D. N. Tiwary:

Will the Minister of Communications be pleased to state:

(a) whether the Air Transport Council have submitted any report regarding fares, and freight rates, after enquiring into the matter; and

(b) if so, what are the main recommendations?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) As the question regarding the pattern of fares and freight rates is a complex one and involves many important issues requiring detailed examination, the report of the Air Transport Council has so far not been submitted.

(b) Does not arise.

Doll-making

*855. **Shri Gidwani:** Will the Minister of Rehabilitation be pleased to state:

(a) whether it is a fact that a Japanese Doll-making Expert has been invited by Government to give instructions in Doll-making to displaced persons in camps;

(b) if so, whether he has started the training; and

(c) if so, where?

The Minister of Rehabilitation (Shri Mehr Chand Khanna): (a) to (c). One Japanese Expert and one Technician have been invited by the Government of India for imparting training in the manufacture of textile dolls to displaced persons who have been nominated by the State Governments. A training centre for the above purpose has been started at Arab-ki-Sarai, New Delhi, from 29th October, 1956. The number of trainees is 58.

Gua Manganese Ore Mines

*856. **Shrimati Renu Chakravartty:** Will the Minister of Labour be pleased to state:

(a) whether there is any children's school for the workers' children at Bakal beltings in the Gua Manganese Ore Mines, District Singbhum; and

(b) if not, whether any steps are proposed to be taken in the matter?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). Information is not available.

Indians in South Africa

*857. **Dr. Ram Subhag Singh:** Will the Prime Minister be pleased to state how many Indians in South Africa have so far been deprived of their houses and businesses due to the implementation of the Group Areas Act there?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): Group Areas Act 1950 has been proclaimed in Johannesburg only. In terms of this proclamation, gazetted in August 1956, more than 9,000 Indians have been served with notices to vacate western areas of Johannesburg within two years. Some have been directed to vacate within one year; others within two years. Out of 9,000 Indians, 750 are traders. According to an estimate, ultimately more than 22,000 Indians owning property in Johannesburg worth about £10,000,000 will be uprooted.

हथकरघा उद्योग का केन्द्रीय मार्केटिंग संगठन

*858. **श्री जू० चं० सोधिया:** क्या वाणिज्य और उपभोग-वस्तु उद्योग मंत्री ६ अगस्त, १९५६ के तारांकित प्रश्न संख्या ७४३ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि हथकरघा उद्योग के केन्द्रीय मार्केटिंग संगठन के लिये सन् १९५६-५७ के बजट की रकम सन् १९५५-५६ के बजट की रकम की अपेक्षा क्यों बहुत अधिक रखी गई है, यद्यपि इस संगठन में विस्तार नहीं किया जाने वाला है?

उपभोग वस्तु उद्योग मंत्री (श्री कानूनगो): रकम बढ़ाने के कारण ये हैं:

(क) १९५५ को साल के बीच में और प्रादेशिक तथा उप-

प्रादेशिक कार्यालय खोले गये जिनके लिये १९५६-५७ में पूरी व्यवस्था करनी पड़ी ;

(ख) १९५५-५६ में जो जगहें खाली थीं, उनके सिलसिले में १९५६-५७ के बजट में व्यवस्था की गयी ; और

(ग) दूसरी चवर्षीय योजना के अधीन गतिविधियों में बढ़ोतरी होने का अनुमान है ।

Soviet Air Service

*859. **Shri Bibhuti Mishra:** Will the Minister of Communications be pleased to state whether it is a fact that Soviet Government propose to start an Air Service between Moscow and Rangoon via Delhi?

The Minister in the Ministry of Communications (Shri Raj Bahadur): No, Sir. We have no knowledge of any such proposal.

P. & T. Hospital Society, Patna

*860. { **Thakur Jugal Kishore Sinha:**
Shri Deogam:
Babu Ramnarayan Singh:

Will the Minister of Communications be pleased to state what action has been taken on the representation of the P. & T. Hospital Society of Patna for giving them some financial and other assistance?

The Minister in the Ministry of Communications (Shri Raj Bahadur): The Society besides asking for financial assistance has made some other proposals as well. The request relating to recognition of the Medical Officer of the Dispensary as the Authorised Medical Attendant has since been acceded to. Other requests including that of financial assistance are still under the consideration of the Government.

Goa

*861. **Shri Shree Narayan Das:** Will the Prime Minister be pleased to state:

(a) whether the working and effects of economic sanctions on Goa have been reviewed or examined;

(b) if so, with what results; and

(c) for how long these sanctions are to continue?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) to (c). Certain economic measures have been taken in regard to Goa. These cannot be described correctly as economic sanctions. They are examined from time to time and are kept under a continuous review. It would not be in the public interests to make known the details of these measures or the results so far obtained.

शिल्लर सम्मेलन

*८६२. श्री रघुनाथ सिंह: क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि स्विट्जरलैंड सरकार ने मिश्र के प्रश्न पर 'शिल्लर सम्मेलन' (उच्चस्तरीय सम्मेलन) का सुझाव दिया था ; और

(ख) यदि हां, तो इसका क्या फल हुआ ?

बैदेशिक कार्य मंत्री के सभासचिव (श्री सावत प्रसी खां) : (क) जी हां ।

(ख) भारत और सोवियत रूस की सरकारों ने प्रस्ताव को स्वीकार किया था लेकिन अन्य तीनों देश—अमेरिका, इंग्लैंड और फ्रांस—ऐसे सम्मेलन के लिये राजी नहीं थे ।

Shutter Manufacturing Factory

*863. Shri T. B. Vittal Rao: Will the Minister of Heavy Industries be pleased to refer to the reply given to Starred Question No. 345 on 27th July, 1956 and state:

(a) whether the negotiations for taking over the management of the Shutter Manufacturing Factory, Tungabhadra Dam by Government has been finalised;

(b) if so, when it will be taken over; and

(c) if not, the factors hampering speedy settlement?

The Minister of Trade (Shri Karmarkar): (a) to (c). Not yet, Sir. The views of the Andhra Government who are one of the owners of the Factory, on the proposal are still awaited. On its receipt, efforts will be made to finalise the matter early.

Association of Employees in Management

{ Shri D. C. Sharma:
Shri Bibhuti Mishra:
*864. Shrimati Tarkeshwari Sinha:
Shri M. Islamuddin:
Shri Gidwani:

Will the Minister of Labour be pleased to refer to the reply given to Starred Question No. 988, on the 10th August, 1956 and state:

(a) whether any further agreements have been entered into during the current year between the employees and the employers regarding the association of employees in the management on the lines of the agreement between the Tata Iron and Steel Company and the Tata Workers' Union; and

(b) if so, the names of the Workers' Unions and Managements?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). As far as we know, an agreement was signed on the 31st August 1956 between the Indian Aluminium Co. Ltd., and the Indian Aluminium Belur Works Employees' Union.

Supply of Cement by Pakistan

{ Shri Gidwani:
*865. Sardar Iqbal Singh:
Sardar Akarpuri:

Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) whether it is a fact that Pakistan has not delivered cement which she had contracted to supply to India through the Pakistan Industrial Development Corporation;

(b) what was the quantity of cement for which contract was made and when it was concluded; and

(c) what are the reasons for the delay in the supply of cement to India?

The Minister of Trade (Shri Karmarkar): (a) to (c). With reference to one contract for the purchase of Pakistani cement by an Indian private company for supply to the State Trading Corporation there has been some delay because of the withdrawal, by Pakistan of certain Railway Freight Concessions that had existed previously. As a result, the whole matter had to be renegotiated and supplies are now expected to be received from now on till August next. This particular contract was concluded by the Indian firm in August last. As it may render further negotiations, in regard to the purchase of this commodity in Pakistan or elsewhere, difficult, it will not be in the public interest to disclose further details.

सीमेंट का स्टॉक

*८६६. { डा० राम सुभग सिंह :
श्री भोजा भाई :

क्या भारी उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गत सितम्बर और अक्टूबर महीनों में चूक (उत्तर प्रदेश), कीमौर (मध्य प्रदेश) और लाखेरी (राजस्थान) के सीमेंट के कारखानों में सीमेंट का बहुत अधिक स्टॉक जमा हो गया था ;

(ख) यदि हां, तो इसका क्या कारण था; और

(ग) क्या अब उस अतिरिक्त स्टॉक को हटाने की व्यवस्था की गई है ?

व्यापार मंत्री (श्री करमरकर) :

(क) जी नहीं ।

(ख) और (ग). प्रश्न ही नहीं उठते ।

टायर और ट्यूब उद्योग

*८५७. श्री क० च० सोनिया : क्या भारी उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने प्रशुल्क आयोग की उन सिफारिशों पर ध्यान दिया है जिनका उल्लेख प्रोग्राम आफ इन्डस्ट्रियल डेवलपमेंट में किया गया है और जिन में यह कहा गया है कि भारत के टायर और ट्यूब उद्योग को और भी अधिक सहायता दी जानी चाहिये और टायर उद्योग में भारत की अंश पूंजी में वृद्धि की जानी चाहिये ; और

(ख) यदि हां, तो इस सम्बन्ध में क्या निर्णय किये गये हैं ?

व्यापार मंत्री (श्री करमरकर) :

(क) और (ख). जी, हां । टायर बनाने के नये कारखाने स्थापित किये

जाने को सरकार प्रोत्साहन देती है । भारत में टायर और ट्यूब बनाने वाली विदेशी कम्पनियों को भी सरकार के इन विचारों से परिचित कर दिया गया है कि ज्यादा से ज्यादा भारतीय पूंजी का सहयोग लिया जाय और उनमें से कुछ कम्पनियों ने इस दिशा में कदम भी उठाये हैं । पिछले तीन सालों में, मोटर टायर और ट्यूब बनाने वाले एक नये कारखाने के लिये और दो कारखाने बढ़ाने के लिये लायसेंस दिये गये हैं, और बाइसिकल के टायर और ट्यूब बनाने वाले पांच नये कारखानों के लिये और चार कारखाने बढ़ाने के लिये लायसेंस दिये गये हैं ।

Arab Countries

*868. Shri Shree Narayan Das: Will the Prime Minister be pleased to state the names of Arab Countries, whose interests are being looked after in Britain by the Government of India?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): 1. Egypt.

2. Syria.

Rubber Tyre Factory

*640. Shri Velayudhan: Will the Minister of Heavy Industries be pleased to state:

(a) whether the Government have decided to start a Rubber Tyre Factory in the Kerala State; and

(b) if so, whether it will be State-owned or in the Private Sector?

The Minister of Trade (Shri Karmarkar): (a) and (b). No decision to establish a new Rubber Tyre Factory in the Kerala State has yet been taken. Some private parties there are, however, understood to be thinking of establishing such a unit in collaboration with a foreign firm.

Sulphur Requirements

*653. Shri V. P. Nayar: Will the Minister of Heavy Industries be pleased to state:

(a) the quantity of sulphur estimated to be necessary during each year of the Second Five Year Plan; and

(b) the steps taken, if any, to increase the indigenous production of raw sulphur and the result expected by such steps?

The Minister of Trade (Shri Karmarkar):

(a) Year	Estimated requirements of sulphur (Tons)
1956-57	78,000
1957-58	90,000
1958-59	120,000
1959-60	160,000
1960-61	206,000

(b) At present there is no production of sulphur in the country. Although elemental sulphur is not available in the country, the question of economic exploitation of some of the combined forms of sulphur like iron pyrites, gypsum etc. is engaging the attention of Government.

Dyestuff Industry

*662 { **Shri Bansal:**
Shri M. Islamuddin:

Will the Minister of **Heavy Industries** be pleased to state :

(a) whether the Government of India have taken any decision to participate directly in the development of the Dyestuff Industry; and

(b) if so, what form this participation will take?

The Minister of Trade (Shri Karmarkar): (a) Yes, Sir, the Government have decided to develop the manufacture of intermediates required by the dyestuff and other important industries.

(b) The matter is still under consideration. The National Industrial Development Corporation will establish the plant or plants in this connection.

Paper Industry

597. Shri Ram Krishan : Will the Minister of **Heavy Industries** be pleased to state the estimated cost of machines that will be required for the paper industry in India during the Second Five Year Plan?

The Minister of Trade (Shri Karmarkar): About Rs. 25 crores. This figure is exclusive of the cost of capital goods for the manufacture of newsprint and pulp.

Calcium Carbide

598. Shri Ram Krishan: Will the Minister of **Heavy Industries** be pleased to state the names of the companies which have been granted licences to erect plants for manufacture of Calcium Carbide during the current year (State-wise)?

The Minister of Trade (Shri Karmarkar): A statement is laid on the Table. [See Appendix III, annexure No. 104]

Indians in European Countries

599. Shri Ram Krishan: Will the Prime Minister be pleased to state :

(a) the number of Indians in European countries, country-wise; and

(b) the occupations they follow?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) and (b). Up-to-date information is being collected, and will be laid on the Table of the House in due course.

Wireless Receivers

600. Shri Ram Krishan: Will the Minister of **Information and Broadcasting** be pleased to state the number of radio set owners during current year, Circle-wise?

The Minister of Information and Broadcasting (Dr. Keskar): Statistics regarding number of radio set owners are not maintained separately. However on 31st October, 1956 the number of radio licences in force was 11,28,614 distributed circle-wise as follows:—

1. Andhra	48,860
2. Assam*	15,197
3. Bihar	49,189
4. Bombay	2,65,336
5. Central**	48,074
6. Delhi	61,585
7. Hyderabad	33,478
8. Madras	1,91,057
9. Orissa	9,483
10. Punjab †	1,00,834
11. Rajasthan ‡	47,815
12. Uttar Pradesh	1,03,909
13. West Bengal	1,53,797
TOTAL	11,28,614

Note: * Assam Circle is comprised of Assam Manipur, Tripura and NEFA.

** Central Circle is comprised of Madhya Pradesh and Vindhya Pradesh.

† Punjab Circle comprises of Punjab, PEPSU, Bilaspur, Himachal Pradesh and Jammu and Kashmir.

‡ Rajasthan comprises of Rajasthan, Madhya Pradesh, Ajmer and Bhopal.

Radio sets

601. Shri Ram Krishan: Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) the number of radio sets manufactured in India, factory-wise, during the current year; and

(b) the number of radio sets imported during the same period (country-wise)?

The Minister of Consumer Industries (Shri Kanungo): (a) 135,012 radio sets were manufactured in India during the period January-September, 1956. Statistics of production of individual factories cannot be disclosed in the public interest.

(b) The number of radio sets imported during the same period was as under:—

United Kingdom . . .	1,706
Netherlands . . .	948
Western Germany . . .	643
Other Countries . . .	1,438
TOTAL	4,735

Technical Training Centres (Punjab)

602. Shri Ram Krishan: Will the Minister of Labour be pleased to state the names of places and number of Technical Training Centres opened or proposed to be opened during 1956-57 in the State of Punjab?

The Deputy Minister of Labour (Shri Abid Ali): No new Training Centre has been opened in the Punjab during 1956-57 so far. A proposal for opening a Centre at Yamunanagar during this year is under consideration.

Export of Leather

603. Shri Ram Krishan: Will the Minister of Commerce and Consumer Industries be pleased to state the steps, if any, taken to promote the export of leather?

The Minister of Trade (Shri Karmarkar): 1. An Export Promotion Council for Tanned Leather and Leather Goods has been formed, to carry out the following major functions:—

(a) Undertaking market studies by sending out delegations to foreign countries or by appointing correspondents for reporting prices and market preferences and collecting statistics of imports and production;

(b) Conducting publicity in foreign countries;

(c) Disseminating information useful to manufacturers and exporters within India;

(d) Instituting measures for quality control;

(e) Assisting in the survey in foreign countries of leather goods exported from India; and

(f) Settling trade disputes between Indian exporters and foreign importers by conciliation or arbitration.

2. Leather and leather goods are being shown in the list of items for export from India in the trade agreements entered into with foreign countries.

3. Leather and leather goods samples are despatched whenever necessary to our Commercial Representatives in foreign countries. Recently representative samples of different varieties of light leather shoes, chappals and ladies sandals were sent to Rome.

4. Leather and leather goods have been exhibited in foreign countries. The details are given below:—

I. *Raw hides and skins*.—at the International Frankfurt Autumn Fair, 1956.

II. *Hides and skins, tanned or dressed*.—

(i) International Frankfurt Autumn Fair, 1956.

(ii) Wholly Indian Exhibition, Prague, 1956.

III & IV *Roots, shoes and other leather manufactures*.—

(i) International Frankfurt Autumn Fair, 1956.

(ii) Wholly Indian Exhibition, Prague, 1956.

(iii) Zagreb International Trade Fair, 1956.

(iv) Mombasa Trade, Agriculture and Industry Exhibition, 1956.

(v) Accra (Gold Coast) Wholly Indian Exhibition, 1956.

(vi) Lagos (Nigeria) Wholly Indian Exhibition, 1956.

5. The Central Leather Research Institute has been set up at Madras to undertake research in respect of this commodity, one of the objects being to improve the quality of tanned leather exported.

6. The export of raw Cow and Buffalo hides has been banned and the export of raw skins has been restricted in order to facilitate increased exports of tanned leather and leather goods.

7. The State Trading Corporation of India (Private) Ltd., is trying to develop new markets. It has accordingly concluded an agreement to supply shoes to the U.S.R. valued at Rs. 1,18,05,000/-.

Fountain Pens

604. Shri Ram Krishan: Will the Minister of Commerce and Consumer Industries be pleased to state the production of fountain pens for the last two years?

The Minister of Consumer Industries (Shri Kanungo):

1954	5 million approximately
1955	6 million approximately

Development of Heavy Industries

605. Shri N. B. Chowdhury: Will the Minister of Heavy Industries be pleased to lay a statement on the Table of the Sabha showing the amounts of interest-free loans and names of firms to which such loans have been granted (year-wise) during the last five years with a view to helping the development of heavy industries.

The Minister of Trade (Shri Karmarkar): A statement giving the information is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 105]

Development of Endi and Muga Cloth

606. Shri Debendra Nath Sarma: Will the Minister of Commerce and Consumer Industries be pleased to state whether any scheme has been formulated or proposed to be formulated for the development of Endi and Muga Cloth in Assam?

The Minister of Consumer Industries (Shri Kanungo): A scheme prepared in this behalf by the Assam Government is under examination by the All India Handloom Board.

Porcelain and Ceramic Wares

608. Shri V. P. Nayar: Will the Minister of Commerce and Consumer Industries be pleased to state whether the Government of India have considered the possibility of starting a State-owned factory at Kundara in Kerala to meet the growing demands for porcelain and ceramic wares on account of the plans for developing electricity?

The Minister of Consumer Industries (Shri Kanungo): There is no need for the Government to consider such a proposal as the existing and projected capacity in the country would be sufficient to meet the demand.

Dungarpur-Banswara Telephone Line

609. Shri Bheekha Bhai: Will the Minister of Communications be pleased to state:

(a) whether it is a fact that on the Dungarpur-Banswara telephone line as erected by the former Rajasthan Government, the wire is broken and wooden poles are uprooted; and

(b) if so, the reasons why Government are dismantling them despite repeated requests from non-official sources?

The Minister in the Ministry of Communications (Shri Raj Bahadur): The ex-State line is not in a satisfactory condition and is therefore, being dismantled. More wires are being erected on the existing departmental line for providing additional facilities in the area as required.

Handloom Production Centres

610. Shri Bheekha Bhai: Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) whether it is a fact that no handloom production centres have been started in backward areas of each state;

(b) if so, the reasons therefor; and

(c) whether Government propose to start handloom production centres in the backward areas?

The Minister of Consumer Industries (Shri Kanungo): (a) to (c). Schemes for the handloom industry are executed by the State Governments, who have been requested to formulate suitable schemes for backward areas also.

Import of Tobacco Products

611. Shri C. R. Chowdary: Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) whether it is a fact that the Agricultural Commodities Agreement signed in New Delhi on the 29th August, 1956 with the United States of America, includes import of Tobacco products;

(b) if so, the quantity thereof;

(c) the reasons for importing Tobacco products when Tobacco is surplus in the country; and

(d) the effect it would have on the present market rate of tobacco?

The Minister of Consumer Industries (Shri Kanungo): (a) and (b). The Agricultural Commodities Agreement with

the United States of America does not provide for the import of tobacco products. Provision has, however, been made for the import of 6 million lbs. of unmanufactured tobacco by 30th June, 1959.

(c) and (d). Unmanufactured Virginia tobacco is imported for blending with indigenous tobacco in the manufacture of high quality cigarettes. The Agreement will enable us to import a part of our requirements without straining our foreign exchange resources. This is not likely to have any adverse effect on the present market rate of tobacco.

Khadi and Village Industries Board

612. Thakur Jugal Kishore Sinha: Will the Minister of Production be pleased to state the break up of the expenditure incurred by the Khadi and Village Industries Board in 1955-56 on publicity with their details and the names of the publications and the reports of the seminars published so far?

The Minister of Production (Shri K. C. Reddy): Three statements showing the break-up of the expenditure on publicity incurred by the All India Khadi and Village Industries Board in 1955-56, names of publications and reports on seminars, issued by the Board so far, are laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 106]

Village Small Scale Industries

613. Thakur Jugal Kishore Sinha: Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) whether any scheme for development of Village Small Scale Industries has been received from the Bihar Government; and

(b) if so, the details thereof?

The Minister of Consumer Industries (Shri Kanungo): (a) and (b). The Government of Bihar have submitted several schemes for the development of Small-Scale Industries during the current financial year, for the grant of financial assistance from the Centre.

A statement showing brief details of schemes so far sanctioned during the current financial year is laid on the Table of the House. [See Appendix III, annexure No. 107]

Labour Contract Scheme

614. Shri Biren Dutt: Will the Minister of Rehabilitation be pleased to state:

(a) whether any Labour Contract Scheme has been proposed by the Rehabilitation Directorate of Tripura to provide employment to the displaced persons in Tripura; and

(b) if so, when this scheme will be taken up and how many people are expected to get employment through this scheme?

The Minister of Rehabilitation (Shri Mehr Chand Khanna): (a) and (b). No. But nearly 90% of those employed on reclamation, development and construction works in the State are displaced persons. A proposal to organise this work through a Contract Division on the Faridabad pattern is under examination.

Rubber Board

615. Shri Mathew: Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) the rule in respect of the retirement of employees of the Rubber Board; and

(b) the period of retirement notice, if any, to be given to such employees?

The Minister of Consumer Industries (Shri Kanungo): (a) The following procedure has been laid down for retirement of employees of the Rubber Board.

(1) Officers and employees of the Board other than class IV servants shall retire from service of the Board at the age of 55. If their health and efficiency have not deteriorated, they may be further retained in service, in public interest, upto the age of 60 years by annual extensions on such conditions as may be laid down by the Central Government.

(2) Class IV servants of the Board shall retire at the age of 60 and no extension shall be granted.

(b) It is not necessary to give retirement notice to the employees concerned.

Rubber Plantation

616. Shri Punnoose: Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) the acreage of rubber plantation which is yielding rubber at present; and

(b) the acreage of rubber plantation which is expected to yield rubber at the end of 1960-61?

The Minister of Consumer Industries (Shri Kanungo) : (a) 1,66,010 acres approximately.

(b) 1,64,450 acres approximately.

C.L.C. Stores at Hayuliang, Mishmi Hills

617. Shri Rishang Keishing: Will the Prime Minister be pleased to state :

(a) whether Government are aware of the sanction of Rs. 1000 in 1951-52 for reconstruction of the C.L.C. Stores at Hayuliang, Mishmi Hills as the C.L.C. Stores were gutted by fire;

(b) if so, the actual amount incurred for the reconstruction of the C.L.C. Store;

(c) the date of completion of work; and

(b) the nature of payment made to the contractor ?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): The required information is being collected. A statement will be laid on the Table of the House as soon as the requisite information is received.

Boundary Disputes

618. Shri Keshavalengar: Will the Prime Minister be pleased to refer to the reply given to Starred Question No. 1080 on 2nd April, 1956 and state:

(a) the number of cases of boundary disputes referred to the Surveyors groups;

(b) the boundaries to which they relate; and

(c) the result thereof?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru):

(a) Demarcation operations on the Punjab-West Pakistan border were started on the 1st October, 1956. The Survey Parties have not yet come across any cases of disputed boundaries.

(b) and (c). Do not arise.

Mysore State Housing Schemes

619. Shri N. Rachiah : Will the Minister of Works, Housing and Supply be pleased to state:

(a) the extent of financial assistance given to the Mysore Government under various Housing Schemes during 1956-57 so far ; and

(b) the progress made under the schemes ?

The Minister of Works, Housing and Supply (Sardar Swaran Singh):(a) Financial assistance has so far been given to the Mysore Government under two housing Schemes, namely, the Subsidised Industrial Housing Scheme and the Low-Income Group Housing Scheme.

Under the Subsidised Industrial Housing Scheme a loan of Rs. 4,22,250 and a subsidy of Rs. 4,05,000 was sanctioned for the State Government in the period 1-4-56 to 30-11-1956. Actual disbursements depend on the progress of work and no payments have so far been claimed against these sanctions by the State Government.

Under the Low-Income Group Housing Scheme, a sum of Rs. 25 lakhs has been allocated to the State Government for the year 1955-56. No payments under this Scheme have so far been claimed by them in the current financial year.

(b) The total number of tenements constructed in Mysore State under the two Schemes mentioned above from the dates of their inception upto 30-9-1956 is given below :—

Scheme	No. of tenements construction of which was completed upto 30-9-56
1. Subsidised Industrial Housing Scheme	2,840
2. Low-Income Group Housing Scheme	92

Synthetic Rubber

620. { **Shri T. B. Vittal Rao:**
Shri V. P. Nayar:
Shri D. C. Sharma:
Shri Punnoose:
Shrimati Tarkeshwari Sinha:

Will the Minister of Heavy Industries be pleased to state:

(a) whether the team of experts who toured the country to assess the availability of raw materials etc. for production of synthetic rubber has submitted its report;

(b) if so, the salient features of the report; and

(c) if not, when the report is expected to be received?

The Minister of Trade (Shri Karmarkar) (a) Yes, Sir.

(b) and (c). The report gives a broad picture of the economics of the project for purposes of preliminary planning. It

envisages manufacture of 20,000 per annum of synthetic rubber from butadiene and styrene. The total capital cost of the project with all its units of production of different chemicals is estimated at about Rs. 12 crores. Further technical details are still being worked out.

Comforts Survey Committee

621. **Shri S. C. Samanta:** Will the Minister of Works, Housing and Supply be pleased to refer to reply given to Starred Question No. 224 on the 24th July, 1956 and state:

(a) whether Comforts Survey Committee has since submitted its report;

(b) if so, what are its main recommendations; and

(c) the recommendations that have been implemented?

The Minister of Works, Housing and Supply (Sardar Swaran Singh): (a) Not yet, Sir. The report, however, is expected to be submitted to Government before the end of this month.

(b) and (c). Do not arise.

War Reparations

622. **Shri Ram Krishan:** Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) the names and nature of things received as war reparation from foreign countries; and

(b) if so, the value of each thing and names of countries thereof?

The Minister of Consumer Industries (Shri Kanungo): (a) and (b). 10,431 items of machine tools valued at Rs. 2.61 crores were received from Germany as war reparations. It has not been possible to ascertain the value of each item separately.

Manufacture of Projectors

623. **Shri Ram Krishan:** Will the Minister of Heavy Industries be pleased to state:

(a) whether the scheme for the manufacture of projectors has been finalised; and

(b) if so, the main features of the scheme?

The Minister of Trade (Shri Karmarkar): (a) No, Sir.

(b) Does not arise.

Nangal Fertilizer cum Heavy Water Factory

624. **Shri D. C. Sharma:** Will the Minister of Production be pleased to state how much arable and waste land has been taken possession of for the Nangal Fertilizer cum Heavy Water factory?

The Minister of Production (Shri K. C. Reddy): About 908 acres of arable land and 545 acres of waste land has been taken over so far.

Mineral Survey in Jammu and Kashmir

625. **Shri R. P. Garg:** Will the Minister of Heavy Industries be pleased to state:

(a) whether some Czech experts have conducted mineral survey in Jammu and Kashmir State; and

(b) if so, the main recommendations of the experts?

The Minister of Trade (Shri Karmarkar): (a) and (b). It is understood that a Czech delegation visited Kashmir recently in connection with the establishment of a cement factory there and that the delegation made some recommendations to the Kashmir Government for setting up a 100-ton per day plant to manufacture cement. They also recommended certain sites but have not indicated the final site or sites.

Indian Films in Foreign Countries

626. **Shri Velayudhan:** Will the Minister of Information and Broadcasting be pleased to state:

(a) how many Indian films are being shown outside India in the Western European countries and the Eastern European Republics;

(b) how many Indian films were taken to the Soviet Union and the People's Republic of China so far; and

(c) how many films from India were taken to the U.S.A. so far?

The Minister of Information and Broadcasting (Dr. Kesar): (a) to (c). As there is no control on the export of films, it is not possible to give precise figures of films taken to foreign countries or shown outside India. However, whatever information is available will be collected and placed on the Table of the House.

Pilgrims to Pakistan

627. **Shri D. C. Sharma:** Will the Prime Minister be pleased to state:

(a) the number of Hindu and Sikh pilgrims who have visited their religious places in Pakistan from the 1st

of July to the end of November, 1956; and

(b) to what extent Pakistan Government gave them facilities in their movements?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) During the period from 1st July to 30th November 1956, only one pilgrim party visited West Pakistan and that was for pilgrimage to Gurdwara Sri Nankana Sahib from 16th to 19th November, 1956. 453 persons went for this pilgrimage.

(b) Pakistan authorities made transport arrangements for the pilgrim party and placed no restrictions on their movements in Nankana Sahib.

Atomic Separation Plants

628. Shri D. C. Sharma: Will the Prime Minister be pleased to state:

(a) whether it is a fact that India would within five years build its own separation plants for atomic materials; and

(b) if so, what will be the cost involved?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) It is perfectly possible, and the matter is under consideration.

(b) The cost will depend on the size of the plant. It would be premature to give the cost.

Wood Work Institutes

629. Shri D. C. Sharma: Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) whether Government propose to establish Wood Work Institutes in the country either under Extension Centre Schemes or under Small Industries Service Scheme;

(b) if so, how many and where; and

(c) the estimated expenditure thereon and their rated capacity?

The Minister of Consumer Industries (Shri Kanungo): (a) to (c). The Central Government have sanctioned three Extension Centres which have carpentry and wood working sections attached to them. Two more schemes are under consideration. A statement about the schemes sanctioned and under consideration is attached. [See Appendix III, annexure No. 108]. As these are common facility centres of a service nature, their production capacity cannot be assessed.

Development of Village and Khadi Industries

**630. { Shri D. C. Sharma:
Sardar Iqbal Singh:
Sardar Akarpuri:**

Will the Minister of Production be pleased to state:

(a) the amount of loan and subsidy given to the Government of Punjab during 1951-52 to 1955-56 for the development of khadi and village industries; and

(b) whether the amount given has been fully utilized or any amount has lapsed during any of the years referred to above?

The Minister of Production (Shri K. C. Reddy): (a) A statement is laid on the Table of the House. [See Appendix III, annexure No. 109]

(b) Only a sum of Rs. 3,00,500/- sanctioned as grant for the development of the village leather industry during 1955-56 was drawn and partially utilised by the State Government. The other sanctioned amounts lapsed with the close of the financial year but they have since been revalidated for the current year.

Border Incidents

631. Shri D. C. Sharma: Will the Prime Minister be pleased to state:

(a) the number of incidents officially reported so far during the period from the 1st of July, month-wise on the Indo-Pakistan border of the Punjab, Kashmir and Rajasthan;

(b) the nature of the incidents; and

(c) the number of such incidents that have been amicably settled between the two Governments?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) A statement is attached giving information about the number of incidents during the period from 1st July to 31st October 1956 on the Indo-Pakistan border of the Punjab and Rajasthan and those during the period from 1st July to 31st August 1956 on the border of Jammu and Kashmir including the Cease-Fire line. [See Appendix III, annexure No. 110]. Information in regard to Jammu and Kashmir for the month of September and October 1956 has not become available as yet.

(b) and (c). Most of the incidence related to petty thefts and cattle lifting. There were a few cases of a serious nature involving murder and kidnapping of Indian nationals.

All minor incidents were taken up by local Indian authorities with their counterparts in Pakistan. As a result, some stolen cattle and two out of the four Indian nationals kidnapped have been restored by the Pakistan authorities. In the cases of the serious incidents, protests were lodged with the Government of Pakistan.

Faridabad Township

632. Shri D. C. Sharma: Will the Minister of Rehabilitation be pleased to state:

(a) the total amount that has been spent on the township of Faridabad during 1955-56 and 1956-57 so far;

(b) the different purposes for which these expenses have been incurred;

(c) the total number of refugees that have been rehabilitated in Faridabad during the same period;

(d) the names of the private industries that have been established in this township during these years; and

(e) the total number of persons that have been employed in these factories so far?

The Minister of Rehabilitation (Shri Mehr Chand Khanna): (a) and (b). Two statements are laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 111]

(c) No new refugees were settled in Faridabad during this period.

(d) Statement is laid on the Table of the Lok Sabha. [See Appendix III, annexure No. 111].

(e) 1225.

Indian Immigrants for Canada

633. Shri D. C. Sharma: Will the Prime Minister be pleased to state:

(a) the annual quota allowed for Indians every year to go to Canada as immigrants; and

(b) the total number of visas given to Indian immigrants for Canada during the current year?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) In terms of Article (i) of the Agreement concluded on January 26, 1951, between the Governments of India and Canada, 150 Indian citizens may be admitted into Canada annually for permanent residence. Article (ii) of the Agreement further provides that in addition to the quota stipulation, the spouse (husband or wife) and unmarried children under 21 years of age of any Canadian

citizen of Indian origin may be admitted into Canada for permanent residence if such persons otherwise comply with the provisions of the Canadian Immigration Act.

(b) From January 1 to September 30 of the current year, 191 immigrant visas were actually given to Indian citizens. It is, however, not yet known how many of these were 'quota' visas and how many were 'non-quota' visas.

Uranium

634. Shri D. C. Sharma: Will the Prime Minister be pleased to state:

(a) whether the Geological Survey of India has disclosed the existence of Uranium ore in any of the States of India during 1955-56; and

(b) if so, the places and quality?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) No.

(b) Does not arise.

Press Telegrams

635. Shri D. C. Sharma: Will the Minister of Communications be pleased to refer to the reply given to Starred Question No. 793 on the 7th of August, 1956 and state the nature of the decisions arrived at between the Government of India and the Government of Japan with regard to the rates of Press Telegrams in Japan?

The Minister in the Ministry of Communications (Shri Raj Bahadur): The reply from the Telecommunication authorities of Japan is still awaited. They have been reminded in the matter.

Bicycle Exports

636. Shri D. C. Sharma: Will the Minister of Commerce and Consumer Industries be pleased to state the steps, if any, that have been taken to promote the export of bicycles?

The Minister of Consumer Industries (Shri Kanungo): An Engineering Export Promotion Council has been formed. One of the panels in the Council exclusively looks after promoting of bicycle exports. A standing liaison sub-committee has also been formed in the Development Council for bicycles for assisting the Export Promotion Council in matters concerning the exports of bicycles.

2. In order to encourage the Export of engineering goods, including bicycle the Engineering Export Promotion Council has carried out extensive market survey.

in Burma, Ceylon, Thailand, Egypt and East Africa. These reports are being given wide publicity.

3. The Council has already sent one delegation to Burma; one of the members of the delegation was a cycle manufacturer.

4. Bicycles have been exhibited at the following International exhibitions, in which India has participated:—

1954-55—(1) Indian Trade Exhibition, Cairo (Egypt).

(2) Lausanne Trade Fair, Lausanne (Switzerland).

1955-56—(1) Leipzig Spring International Trade Fair, Leipzig (East Germany).

(2) Phnom-Penh International Industrial Exhibition, Phnom-Penh (Cambodia).

(3) Pakistan International Industries Fair, Karachi (Pakistan).

(4) Third International D'Jakarta Fair, D'Jakarta (Indonesia).

(5) Silver Jubilee Fair, Addis Ababa (Ethiopia).

1956-57—(1) Zagreb International Trade Fair, Zagreb (Yugoslavia).

(2) Wholly Indian Exhibition, Prague (Czechoslovakia).

(3) Wholly Indian Exhibition, Lagos (Nigeria).

(4) Wholly Indian Exhibition, Accra (Gold Coast).

5. Bicycles are also displayed in the following show rooms:—

1. Colombo (Ceylon)
2. Tehran (Iran)
3. Karachi (Pakistan)
4. Manila (Philippines)

6. Provision has been made to enable fabricators of engineering products to obtain replacement of iron and steel used in producing engineering goods for export.

7. A scheme for the grant of drawback of import duty paid on imported raw materials and components used in the manufacture of cycles exported has been finalised.

8. In order to make the prices of bicycles competitive in the foreign market, Government have decided that the tube manufacturing industry should be developed in India at the earliest possible date and accordingly two additional licences have been given for the manufacture of tubes in India.

Aluminium

637. Shri D. C. Sharma : Will the Minister of Heavy Industries be pleased to state :

(a) the total requirement of aluminium in the country at present; and

(b) the quantity produced in the country and the quantity imported and the value thereof ?

The Minister of Trade (Shri Karmarkar) : (a) About 20,000 tons.

(b) A statement showing the production and imports of Aluminium during the last three years is laid on the Table of the House. [See Appendix III, annexure No. 112].

High Altitude Cosmic Ray Research Laboratory

***638. Shri D. C. Sharma:** Will the Prime Minister be pleased to refer to the reply given to Unstarred Question No. 790 on the 20th August, 1956 and state whether any decision has been taken to set up a High Altitude Cosmic Ray Research Laboratory at Gulmarg-Khillanmarg area in Kashmir ?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru) : Yes.

Evacuee Property

***639 Shri D. C. Sharma:** Will the Minister of Rehabilitation be pleased to state:

(a) the number of evacuee buildings that have been auctioned in Delhi upto the end of November, 1956; and

(b) the number of such evacuee buildings the possession of which has since been given to the purchasers ?

The Minister of Rehabilitation (Shri Mehr Chand Khanna) : (a) and (b). The relevant information for the period ending November, 1956 is not available. However, the number of evacuee buildings that have been auctioned in Delhi up to the end of October, 1956 is 1,722. Out of this number, possession has been given to the auction purchasers in 777 cases.

A.I.R.

640. Shri D. C. Sharma: Will the Minister of Information and Broadcasting be pleased to state:

(a) whether any estimate has been made of the students taking advantage of the School Broadcast by A.I.R., and

(b) if so, what is that number ?

The Minister of Information and Broadcasting (Shri Keshar): (a) and (b). 7,450 schools throughout India take advantage of the school broadcasts, but no statistical estimate has been made of the students who listen to the programmes.

Swimming Pool Reactor

641. { Shri D. C. Sharma:
Shri S. V. Ramaswamy:

Will the Prime Minister be pleased to state:

(a) the progress made so far in the construction of Swimming Pool Reactor with the Canadian Aid; and

(b) the amount of money to be spent?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) India's first reactor of the so-called 'Swimming Pool' type which started functioning in August 1956 was designed and built by the personnel of the Indian Atomic Energy Establishment. No aid for it was received from Canada.

(b) Approx. Rs. 26 lakhs excluding the cost of fuel elements which have been obtained on hire from U.K.

Bicycles

*642. { Shri D.C. Sharma:
Shri R.P. Garg:

Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) the number of units engaged in the production of bicycles in the country;

(b) the places where they are situated;

(c) whether these units are sufficient to meet the requirements of the country; and

(d) if so, whether any restrictions have been imposed on the import of bicycles from foreign countries in order to protect the home industry?

The Minister of Consumer Industries (Shri Kanungo): (a) 63.

(b) A statement is laid on the Table of the House. [See Appendix III, annexure No. 113].

(c) and (d) Not yet, Sir. Nevertheless, the bicycle industry is protected. Imports are allowed on a restricted basis. They are also subject to protective duties.

Trade with Russia

643. Shri D.C. Sharma: Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) the value and the tonnage of the commercial goods exported to and imported

from U.S.S.R. during the year 1955-56; and

(b) the steps taken to increase it?

The Minister of Consumer Industries (Shri Kanungo): (a) Exports : Rs. 326 lakhs; Imports: Rs. 621 lakhs.

(b) (1) A Trade Agreement was concluded on the 2nd December, 1953.

(2) In accordance with the Joint Memorandum issued on the 13th December, 1955 on the occasion of the visit of Marshal Bulganin to India, the U.S.S.R. has agreed to increase its purchases from India with a view to balance the trade between the two countries. The State Trading Corporation of India and the U.S.S.R. Trade Representation in Delhi are working in close co-operation in order to realise these possibilities.

Development of Wool Industry

644. Shri D. C. Sharma: Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) the steps to be taken and the money to be allotted for improving the Wool Industry during the Second Five Year Plan; and

(b) whether any survey has been made about the present conditions of the Industry?

The Minister of Consumer Industries (Shri Kanungo): (a) A development Council has been set up for the development and improvement of Woollen Industry. No monetary allocation has, however, been made for this purpose during the Second Five Year Plan.

(b) No, Sir.

मोती नगर में अस्पताल

६४५. श्री नवल प्रभाकर : क्या पुनर्वास मंत्री यह बताने की कृपा करेंगे कि :

(क) मोती नगर में जिस अस्पताल के लिये पिछले दिनों स्थान खाली कराया गया था, क्या वह बन कर तैयार हो गया है; और

(ख) यदि हाँ, तो उस पर कितना धन खर्च किया गया ?

पुनर्वास मंत्री (श्री मेहरचन्द खन्ना):

(क) और (ख) मोती नगर में अस्पताल के लिये पिछले दिनों कोई जमीन खाली नहीं कराई गई थी, वहाँ सन् १९५४ में ६०,६३५ रुपये की लागत

पर पुनर्वासि मंत्रालय ने एक दबाखाना तथा प्रसूति कक्ष बनवाया था।

Bicycle Industry

646. **Shri R. P. Garg:** Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) the total value of products manufactured including spare parts and components of bicycles during the last two years; and

(b) the number of employees in the bicycle industry year-wise during the same period?

The Minister of Consumer Industries (Shri Kanungo): (a) The total value of products manufactured by units in the large scale sector during 1954 was about Rs. 6 crores and in 1955, about Rs. 7.5 crores. Corresponding figures for units in the small-scale sector are not available.

(b) The average daily employment in the large scale sector of the industry was 5,077 persons in 1954 and 6,485 in 1955. Precise year-wise figures of employment in the small-scale units are not available but it is estimated that about 6,500 persons are employed in that sector.

Displaced Persons in Tripura

647. **Shri Biren Dutt:** Will the Minister of Rehabilitation be pleased to state:

(a) whether any housing aid after flood devastation in Tripura, has been given to the displaced persons; and

(b) if so, the nature thereof?

The Minister of Rehabilitation (Shri Mehr Chand Khanna): (a) and (b). All food relief operations in Tripura were centralised and relief was given both in cash and kind to deserving sufferers, irrespective of any distinction being made between the displaced persons and non-displaced persons. The Government of Tripura supplied house building materials in the shape of bamboos, chattais, etc. free of cost to all deserving cases.

Weavers' Societies in Andhra

648. **Shri Gadlingana Gowd:** Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) whether it is a fact that some weavers' societies in Andhra State have claimed and drawn rebate of sales tax on the sales on false claims under Cess Fund;

(b) whether any test audit was conducted in any of the societies in Andhra State to rectify these things; and

(c) if so, with what result?

The Minister of Consumer Industries (Shri Kanungo): (a) Presumably the reference is to reimbursement of rebate allowed on sales of handloom cloth. If so, the Andhra Government have reported that false claims for reimbursement have not been admitted.

(b) and (c). The State Governments make proper check and scrutiny of claims before payment of rebate to the Societies.

Training Centres

649. **Shri S. C. Samanta:** Will the Minister of Labour be pleased to state:

(a) the number of trainees that are undergoing training at the Training Institutes/Centres of the Ministry of Labour on the 31st October, 1956, (State-wise);

(b) the number of private factories or Industrial undertakings State-wise, which are giving facilities for training of apprentices at present; and

(c) how many women trainees are being trained at present?

The Deputy Minister of Labour (Shri Abid Ali): (a)

State	No. of trainees undergoing training
Andhra	244
Assam	254
Bihar	394
Bombay	499
Madhya Pradesh	223
Madras	434
Orissa	176
Punjab	642
Uttar Pradesh	1,617
West Bengal	2,757
Mysore	260
P.E.P.S.U.	188
Rajasthan	55
Travancore-Cochin	198
Hyderabad	249
Ajmer	60
Coorg	61
Delhi	651
Himachal Pradesh	76
TOTAL	9,038

- (b) Uttar Pradesh 99
 West Bengal 305
 (c) 551.

मधु-मक्खी पालन केन्द्र

६५०. श्री हेम राज : क्या उत्पादन मंत्री यह बताने की कृपा करेंगे कि १९५६-५७ में मधु-मक्खी पालन के लिये अलग अलग राज्यों को कितना कितना अनुदान दिया गया और कहाँ कहाँ कितने कितने क्षेत्रीय मधु-मक्खी पालन केन्द्र और उपकेन्द्र खोले गये ?

उपमंत्री (श्री क० च० रेड्डी) : (१) मधु-मक्खी पालन के लिये १९५६-५७ में भारत सरकार द्वारा प्रत्यक्ष राज्य सरकारों को दिये गये अनुदान :—

राज्य का नाम	अनुदान १ नवम्बर १९५६ से पहले
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रुपये

१. मध्य प्रदेश	८,२४०
२. पंजाब	२,३६५
३. पेरार	३,१६०
४. गुर्ग	६६,३४०

योग ८०,१०५

(२) मधु-मक्खी पालन के लिये १९५६-५७ में अखिल भारतीय खादी व ग्रामोद्योग बोर्ड द्वारा विभिन्न राज्यों में संस्थानों को दिये गये अनुदान :

राज्य का नाम	अनुदान
	रुपये
१. आन्ध्र प्रदेश	१३,८००
२. बम्बई	१,८००
३. मद्रास	३१,८००
४. मध्य प्रदेश	७,८००
५. मैसूर	४१,४००
६. पंजाब	७,८००
७. उत्तर प्रदेश	१२,०००
८. पश्चिमी बंगाल	६,०००

योग १,२२,४००

(३) १९५६-५७ में खोले गये केन्द्रों (एरिया आफिस), उप-केन्द्रों व माडेल मधु-मक्खी पालन केन्द्रों की संख्या तथा ये केन्द्र कहाँ कहाँ खोले गये :

राज्य का नाम	केन्द्रों, उपकेन्द्रों व माडेल मधु-मक्खी पालन केन्द्रों की संख्या	स्थानों के नाम		
		केन्द्र (एरिया आफिस)	उप केन्द्र	माडेल मधु-मक्खी पालन केन्द्र
१	२	३	४	५
१. आन्ध्र	१ केन्द्र (एरिया-आफिस) व ४ उप-केन्द्र	हैदराबाद	१. गंडेपल्ली २. मल्लकापल्ली ३. कोडीवरम ४. श्री कृष्णपटनम	

१	२	३	४	५
२. बम्बई	केवल १ माडेल मधु-मक्खी पालन केन्द्र			जुनागढ़
३. मद्रास	केवल १ केन्द्र (एरिया आफिस) ब २० उप-केन्द्र		१. पेरियाकुलम २. चिन्नामन्नूर ३. वोडिनायकनूर ४. कडलूर ५. कम्बम ६. वतरम ७. ममसापुरम ८. श्रीविल्लीपुत्तूर ९. राजापालयम १०. सायूर	
	मेट्टपालयम (नीलगिरी)		११. मरुदमकोड़ १२. नेययिनकरा १३. नेमम १४. मलयाडी १५. पोच्चिरेय १६. करियातुकरेय १७. कुरुमपिलावु १८. थकले १९. बूयापांडी २०. कडंगल	
४. मध्य प्रदेश	१ केन्द्र (एरिया- आफिस)	उज्जैन		
५. मैसूर	३० उप-केन्द्र ब ३ माडेल मधु-मक्खी पालन केन्द्र		१. मुल्गी २. बलूर ३. त्याग्ली ४. मंजीकरे ५. बम्बोली ६. हंगरल्ली	बंदापुर मडलूर

१	२	३	४	५
			७. चंडगोड़ ८. कतरदल्ली ९. कोडवल्ली १०. दुर्गा ११. उर्बागे १२. मरुगुंडा १३. देवगुंडा १४. कुडल्ली १५. जानिगे १६. वेट्टिमणि पेडर १७. होडुर १८. नोपोक्लु १९. मारागोडु २०. गारवेले २१. जलसूर २२. पुत्तूर २३. उप्पीनंगडी २४. कोक्कड़ा २५. शिर्वा २६. पेरदूर २७. नरवी २८. शंकरनारायण २९. धर्सीनामक्की ३०. मंगलोर	
१. पंजाब	१ केन्द्र (एरिया- आफिस) व ५ उप-केन्द्र	पठानकोट]	१. नरगोटा २. धर्मशाला ३. शाहपुर ४. कोटला ५. नूरपुर	
७. उत्तर प्रदेश	केवल ५ उप-केन्द्र		१. बफोत २. गरमपानी ३. नवाली ४. काठगोदाम ५. कालाडुंगी	

Lecto-electronic Ear Phones

651. Shri Mohana Rao: Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) how many Lecto-electronic ear phones were imported in 1954, 1955 and 1956 respectively;

(b) the original price including and excluding import duties;

(c) the prices of the Indian-made ear phones; and

(d) the difference both in quality and working time of the foreign and Indian ear phones and batteries?

The Minister of Consumer Industries (Shri Kanungo): (a) Statistics of actual imports are not available as this item is not specifically shown in the Seaborne Trade Accounts.

(b) The price of imported ear-phones varies from Rs. 150/- to Rs. 900/-. The standard rate of import duty chargeable is 10% *ad valorem*.

(c) Ear-phones are not being manufactured in India at present.

(d) Does not arise.

Solvent Extraction

653. Shri V. P. Nayar: Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) the position of India at present in the extraction of solvents; and

(b) the solvents extracted in the country and in what quantities?

The Minister of Consumer Industries (Shri Kanungo): (a) and (b). Presumably, the Hon'ble Member is interested in knowing the present position regarding solvent extraction of oil cakes. In the first Plan period, it was decided to permit the establishment of solvent extraction plants capable of treating 400,000 tons oil-cakes per year. This capacity was intended to include the capacity of 5 units operating in the country before the Industries (Development and Regulation) Act came into force in May 1952. Nearly two dozen factories capable of treating oil-cakes have been licensed so far under that Act. The oil-cakes subjected to this process may be edible or non-edible. In the former category fall oil-cakes like groundnut, coconut, mustard and linseed. To the latter category belong oil-cakes such as Mowha and castor oil-cakes. The quantity of oil extracted from individual categories of oil cakes can be varied at the discretion of the licences according to the market conditions. It is, therefore, not possible to give precise figures of oils produced from different kinds of oil-cakes.

Development of Village Industries

**654. { Thakur Jugal Kishore Sinha:
Babu Rammarayan Singh:
Shri Deogam:**

Will the Minister of Production be pleased to state the amount sanctioned to the Bihar State in connection with the development of village industries during 1956-57?

The Minister of Production (Shri K. C. Reddy): Grants and loans amounting to Rs. 1,52,000/- and Rs. 88,600/- respectively have been sanctioned direct to the Government of Bihar during 1956-57. The All India Khadi and Village Industries Board have disbursed the following amounts to the State Statutory Board and registered/recognised institutions in the Bihar State:—

	Rs.
Grants	5,03,539
Loans	7,25,150

R.M.S. Headquarters, S. E. Railway

**655. { Shri Sanganna:
Shri B. C. Das:**

Will the Minister of Communications be pleased to refer to the reply given to Starred Question No. 1447 on the 25th August, 1956 and state:

(a) whether the decision to transfer the Headquarters of the R.M.S. on the S.E. Railway Zone, from Calcutta to Cuttack has been implemented; and

(b) if the answer to part (a) above be in the negative, the reasons therefor?

The Minister in the Ministry of Communications (Shri Raj Bahadur): (a) Yes, from 1-12-56.

(b) Does not arise.

Rehabilitation of Indian Nationals

**656. { Shri A. K. Gopalan:
Shri C. R. Iyyanar:**

Will the Prime Minister be pleased to state:

(a) whether Government have taken any steps to rehabilitate Indian Nationals who migrated during recent years from Ceylon and Burma;

(b) if so, the details thereof; and

(c) the total among them who belong to Kerala State?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) and (b). The Indian nationals

returning from Ceylon usually go back to their homes or their relations. They are allowed to bring their personal belongings free of customs duty. These people have been resettling themselves in their home districts and the Government of India have not so far found it necessary to formulate any special scheme for their rehabilitation. So far as Burma is concerned, there has been no migration of Indian nationals from that country during recent years.

(c) State-wise statistics of persons returning from Ceylon are not maintained. However, according to our information about 3000 persons had returned to Travancore-Cochin from Ceylon via Dhanushkodi.

Indian Plastic Goods Manufacturing Industries

657. **Shri D. C. Sharma:** Will the Minister of Commerce and Consumer Industries be pleased to state :

(a) whether it is a fact that the Indian plastic goods manufacturing industries need development of overseas markets; and

(b) if so, what steps are being taken to build up exports?

The Minister of Consumer Industries (Shri Kanungo): (a) and (b). Yes Sir. A statement showing the steps taken to build up exports is laid on the Table of the Lok Sabha [See Appendix III, annexure No. 114].

P. & T. Offices, Jullundur

658. { **Sardar Iqbal Singh:**
Sardar Akarpuri:

Will the Minister of Communications be pleased to state:

(a) whether it is a fact that some Posts and Telegraphs Sub-offices are proposed to be opened in Jullundur Division in Punjab Circle during 1956; and

(b) if so, how many sites have been investigated so far for the purpose?

The Minister in the Ministry of Communications (Shri Raj Bahadur):

(a) Yes,

(b) Fourteen places other than Administrative Headquarters were surveyed in the recent past and provided with telegraph facilities in Jullundur Division and during this year a branch post office at Kukarpind is being converted into a combined P. & T. Office.

Telephone Exchange, Giddarbha

659. { **Sardar Iqbal Singh:**
Sardar Akarpuri:

Will the Minister of Communications be pleased to state:

(a) whether the attention of Government has been drawn to the unsuitable nature of the Telephone Exchange building located at Giddarbha in Ferozepore District; and

(b) if so, whether Government propose to improve its condition?

The Minister in the Ministry of Communications (Shri Raj Bahadur):

(a) Government is aware of the unsatisfactory condition of this building.

(b) Arrangements are in hand to acquire a site for a new Government building to house the exchange.

Telegraph Office, Sitoganne

660. { **Sardar Iqbal Singh:**
Sardar Akarpuri:

Will the Minister of Communications be pleased to state:

(a) whether Telegraph Offices will be opened at Sitoganne in Ferozepore District in the near future; and

(b) if so, when?

The Minister in the Ministry of Communications (Shri Raj Bahadur):

(a) and (b). There is no such proposal. The facility may be provided if a formal proposal is made and on examination it is found to involve no loss to the Department.

Industrial Estate at Ludhiana

661. { **Sardar Iqbal Singh:**
Sardar Akarpuri:

Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) whether an Industrial Estate is going to be set up at Ludhiana in Punjab during the Second Five Year Plan; and

(b) if so, how much money would be made available to the State Government of Punjab for the purpose?

The Minister of Consumer Industries (Shri Kanungo): (a) Yes, Sir.

(b) The scheme is estimated to cost Rs. 30.85 lakhs. The entire amount will be given as a long term loan to the state Government.

A loan of Rs. 5 lakhs has already been sanctioned to the State Government for this

purpose during the current financial year.

Chillies

662. Shri M. Islamuddin: Will the Minister of Commerce and Consumer Industries be pleased to state:

(a) the quantity of chillies produced in India annually; and

(b) the quantity consumed in the country?

The Minister of Consumer Industries (Shri Kanungo): (a) The annual production of chillies in India is of the order of 350,000 tons.

(b) No precise information is available, but barring small quantities that are exported, the rest are consumed in the country.

सांभर का नमक का कारखाना

६६३. श्री क० च० सोषिया : क्या उत्पादन मंत्री १२ सितम्बर, १९५६ के अतारांकित प्रश्न संख्या १७३४ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि सांभर साल्ट फैक्टरी में प्रति मन नमक का उत्पादन-व्यय खारगोदा साल्ट फैक्टरी की अपेक्षा दूने से भी अधिक क्यों है?

उत्पादन मंत्री (श्री क० च० रेड्डी) : १२ सितम्बर, १९५६ के अतारांकित प्रश्न संख्या १७३४ के भाग (ख) के उत्तर में दिये गये आकड़े नमक की सरकारी फैक्ट्रियों के प्रबन्ध पर जो खर्च हुआ, उसके बारे में थे। १९५५-५६ में सांभर व खारगोदा में नमक की उत्पादन-लागत क्रमशः लगभग ११ आने १० पाई तथा ९ आने १ पाई प्रति मन थी। सांभर में नमक की उत्पादन-लागत के अधिक होने का कारण यह है कि राजस्थान सरकार को राजशुल्क (रायल्टी) व संधि-शुल्क दिया जाता है। १९५५-५६ में लगभग ६ आने प्रति मन के हिसाब से यह शुल्क दिये गये। यदि ये शुल्क न हों तो सांभर का नमक सस्ता होगा।

Evacuee Houses

664. Dr. Satyawadi: Will the Minister of Rehabilitation be pleased to state:

(a) the number of evacuee houses in Delhi under unauthorised possession at present;

(b) the steps taken so far to get these houses vacated and the result thereof; and

(c) the number of evacuee houses remaining vacant and not allotted to any body in Delhi and the estimated rent thereof?

The Minister of Rehabilitation (Shri Mehr Chand Khanna): (a) 726.

(b) Eviction proceedings are taken against unauthorised occupants. During the last six months eviction proceedings were taken against 284 unauthorised occupants and occupants of 68 tenements were actually evicted.

(c) 32 evacuee houses with a monthly rent of Rs. 734/4/- are lying vacant. In view of the impending sale under the Compensation Scheme, fresh allotments are not being made.

Wages of Labourers

665. Shri A. K. Gopalan: Will the Minister of Labour be pleased to state:

(a) whether it is a fact that wages of co-operative handloom workers in Kerala are less than those employed in non-co-operative Handloom Factories; and

(b) if so, whether Government propose to remove this disparity?

The Deputy Minister of Labour (Shri Abid Ali): (a) Accurate statistics relating to wages of handloom workers are not available and the State Government are taking steps to collect this information.

(b) This can be looked into only after the necessary wage statistics become available.

Post Offices, Telephone Exchanges etc. (Punjab)

666. Dr. Satyawadi: Will the Minister of Communications be pleased to lay on the Table of the House a statement showing:

(a) the number of Post Offices, Combined Posts and Telegraphs Offices and

the Telephone Exchanges, District-wise in the States of Punjab and PEPSU on the 1st January, 1952 and on the 31st October 1956; and

(b) the total number of such offices to be opened during 1957?

The Minister in the Ministry of Communications (Shri Raj Bahadur):

(a) The Information is being collected and will be placed on the Table of the Sabha as soon as it becomes available.

(b) The information is furnished in the statement attached.

Statement showing the total number of Post Offices etc., proposed to be opened in 1957 (vide Unstarred Question No. 666, Part (b) for 5-12-56)

State Total No. of Offices proposed to be opened during 1957

	Post Offices	Combi- ned Offices	Public Call Offices	Tele- phone Exch- anges
Punjab	150	17*	17*	2*
PEPSU	66	5*	2*	1*

*Subject to availability of Stores.

Trade Unions (Manipur)

667. Shri Rishang Keishing: Will the Minister of Labour be pleased to state:

(a) the number of unions in Manipur which have applied for registration under the Trade Union Act; and

(b) the action Government have taken on the applications?

The Deputy Minister of Labour (Shri Abid Ali): (a) and (b). The information is being collected and will be placed on the Table of the House in due course.

A.P.O. Staff Quarters at Hayuliang, Mishmi Hills

668. Shri Rishang Keishing: Will the Prime Minister be pleased to state:

(a) whether Government are aware of the sanction of Rs. 10,000 for the construction of the temporary A.P.O. staff quarters at Hayuliang, Mishmi Hills, 1951-52 on account of the shifting of the A.P.O. Head quarters from Tezu to Hayuliang; and

(b) if so, the number and details of quarters constructed so far?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): The required information is being collected. A statement will be laid on the Table of the House as soon as it is received.

DAILY DIGEST

[Wednesday, 5th December, 1956]

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LOK SABHA DEBAT

(Part II—Proceedings other than Questions and Answers)

VOLUME X, 1956

(5th to 22nd December, 1956)



FOURTEENTH SESSION, 1956

(Vol. X contains Nos. 16 to 30)

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LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

1919

1920

LOK SABHA

Wednesday 5th December 1956

The Lok Sabha met at Eleven of the Clock.

{MR. DEPUTY-SPEAKER in the Chair}

QUESTION AND ANSWERS

(See Part I)

12.01 hours.

PAPERS LAID ON THE TABLE

THIRD ANNUAL REPORT OF INDIAN AIRLINES CORPORATION

The Minister of Communications (Shri Jagjivan Ram): I beg to lay on the Table, under sub-section (2) of section 37 of the Air Corporations Act, 1953, a copy of the Third Annual Report of the Indian Airlines Corporation 1955-56. [Placed in Library. See No. S-514/56.]

AMENDMENT TO AIR CORPORATIONS RULES

Shri Jagjivan Ram: I beg to lay on the Table, under sub-section (3) of section 44 of the Air Corporations Act, 1953, a copy of the Notification No. 7-CA(8)/56, dated the 19th November, 1956, making certain amendment to the Air Corporations Rules, 1954. [Placed in Library. See No. S-515/56.]

RESOLUTION re AMBAR CHARKHA ENQUIRY COMMITTEE

The Minister of Production (Shri K. C. Reddy): I beg to lay on the Table a copy of the Resolution No. 12/43/56-AC, dated the 26th September, 1956, containing the Gov-
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ernment's views on the recommendations of the Ambar Charkha Enquiry Committee. [Placed in library. See No. S-517/56.]

STATEMENT re ACTION ON THE CONVENTION AND RECOMMENDATIONS ADOPTED BY THE I.L.C.

The Deputy Minister of Labour (Shri Abid Ali): I beg to lay on the Table a copy of the Statement showing action taken or proposed to be taken by the Government of India on the Convention and Recommendations adopted by the International Labour Conference at its 38th Session, held at Geneva in June, 1955. [Placed in Library. See No. S-516/56.]

Shri T. B. Vital Rao (Khammam): Could we know why there has been so much delay in making this statement since the International Labour Conference was held in June 1955? Now we are in December 1956. More than 18 months have passed. According to the ILO convention, this should be laid on the Table of the Houses of Parliament as soon as it is passed.

Shri Abid Ali: As soon as a decision is taken, this should be laid on the Table of the Parliament. That is the system. The reason for the delay was that after the Convention and Recommendations were passed, we consulted other Ministries and State Governments also. Thereafter, as the hon. Member himself knows, this matter has to be placed before a Tripartite Committee in India, and after their decision is communicated, Government take the final decision and place it here.

Shri T. B. Vital Rao: The hon. Deputy Minister said that the matter

[Shri T. B. Vital Rao]

was placed before the Tripartite Committee. After June 1955, there was no Indian Labour Conference held at all. It was held only in May, 1955, and the International Labour Conference was held in June 1955.

Mr. Deputy-Speaker: Other Ministries had to be consulted.

Shri Abid Ali: I did not say 'Tripartite Conference'; I said 'Tripartite Committee'. A meeting of the Tripartite Committee was held and this matter was considered and their decision communicated to us. On that basis, Government's decision has been arrived at and now it is being placed here.

Shri Kamath (Hoshangabad): The Order Paper shows that the Statement laid on the Table refers to the action taken or proposed to be taken. So part of it refers to action proposed to be taken. May I not request Government to afford an opportunity to the House to discuss the recommendations of the International Labour Conference before they finally make up their mind as to what action should be taken in these matters. This is a very important matter.

Shri Abid Ali: I am entirely in your hands.

Mr. Deputy-Speaker: I will consider it.

Shri Feroze Gandhi (Pratapgarh Distt.—West cum Rae Bareilly Distt.—East): May I know whether the Motion standing in my name will be taken up at 15.00 hours today? I ask this because it is not on the Order Paper today, though it was on the Order Paper yesterday.

Mr. Deputy-Speaker: It is on the Order Paper even today.

Shri U. M. Trivedi (Chittor): On a point of order.

Mr. Deputy-Speaker: Before anything is placed before the House?

Shri U. M. Trivedi: Yes.

Mr. Deputy-Speaker: Unless something has been placed before the House, a point of order cannot be raised.

VACATION OF SEAT OF A MEMBER

Shri Altekhar (North Satara): I beg to move:

"In pursuance of clause 4 of Article 101 of the Constitution of India the seat of Shri Sibnarayan Singh Mahapatra, Member of Lok Sabha, who has been absent from all meetings of the House for a period of more than 60 days is hereby declared vacant".

Mr. Deputy-Speaker: Motion moved:

"In pursuance of, clause 4 of Article 101 of the Constitution of India, the seat of Shri Sibnarayan Singh Mahapatra, Member of Lok Sabha, who has been absent from all meetings of the House for a period of more than 60 days is hereby declared vacant".

Shri U. M. Trivedi (Chittor): My point of order is only this. This is a Motion which ought to come from the Leader of the House or from the Minister of Parliamentary Affairs. Shri Altekhar, in his capacity as Chairman of the Committee on Absence of Members, moved the Motion regarding the Report of the Committee yesterday. With that, his duty was finished. Today's Motion is a Motion on behalf of Parliament; it ought to come either from the Minister of Parliamentary Affairs or from the Leader of the House.....

Mr. Deputy-Speaker: Or someone authorised by the Leader of the

House. The only question is whether the hon. Member has been so authorised.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I may inform you, Sir, and through you, the House, that the Prime Minister has delegated his authority to the hon. Member in this connection, and the latter has moved the Motion in that capacity.

Shri Kamath: On another point of order. This Motion by my hon. friend, Shri Altekar, is not in order because we have had no notice of the Motion as prescribed by the Rules. Unless that notice has been waived by you—I believe it cannot be waived under the Rules—it cannot be taken up. It is an important matter relating to the unseating of a Member and declaring his seat vacant. I request you to see that the Motion is put off till tomorrow or the day after, as required by the Rules, so that we may be in a position to table amendments to the Motion.

Shri Altekar: Full discussion over this matter was held yesterday and the House is quite aware of the situation. Now you can allow this Motion to be moved even today.

Shri Kamath: This is a substantive Motion. We have to table amendments.

The Minister of Finance and Iron and Steel (Shri T. T. Krishnamachari): How could there be any amendment to this Motion?

Mr. Deputy-Speaker: I cannot conceive of any amendments that can be moved. When we passed the Motion yesterday, this would automatically follow. This is the natural consequence of what we have already done. I should, first of all, like to know from the hon. Member if he can suggest to the House or to me what amendments he desires to make. Perhaps in that case I may consider them.

Shri Kamath: I am sure you will agree with me that you must give us some time to think over this matter. Before we table amendments, we on this side of the House—whatever the other side may do—always think and then table amendments. We got a packet this morning, not even last night or yesterday evening. I got my packet at about 9 hours today. Then I saw this. You certainly do not expect us to make up our minds before we consider this and table suitable amendments. So this may be brought up tomorrow.

Mr. Deputy-Speaker: I have very great regard for the hon. Member and very great confidence in his resourcefulness as well as the extent of knowledge that he possesses. We are all agreed on that. But if he or any other Member could conceive of any amendment that could be made, I would certainly have given time. Under the present circumstances, I am of the opinion that this Motion has to follow as a matter of course, consequent upon the Motion that we have adopted. Therefore, I do not think it necessary to postpone it.

Shri Kamath: May I urge again that the amendment is not just an amendment? It can be a substitute motion also. That has been our practice. In all humility, may I submit that yesterday what we accepted was a recommendation that a Motion might be brought forward? But we can substitute that Motion by another Motion. That is within the competence of this House and of hon. Members. Therefore, I would earnestly request you to give us time till tomorrow so that by this evening we could table amendments.

Mr. Deputy-Speaker: Substitute motion is also an amendment to the Motion that is before the House. It is nothing beside amendment. Even now, I am not convinced that any substitute motion can be tabled in this respect. The House has refused to condone the absence of the Member. If that decision stands, I do not

[Mr. Deputy Speaker]

think any purpose would be served by our postponing it.

Shri Kamath: Is not the House competent to revise its own decision?

Mr. Deputy-Speaker: If the House wants to revise its decision, let the House do it now.

Shrimati Renu Chakravarty (Basirhat): I just wanted to make a suggestion. Could we not possibly change the words "all meetings of the House for a period of more than 60 days"? I read through the Report of the Committee. It is a very serious Report. I am sure this House has been rather indulgent towards several Members who have not attended the House adequately. After reading the Report, I find that the Member has been absent for about 500 days out of 600 days and so on—I am not sure of the exact number. But this is a fantastically and amazingly large number of days. So I would suggest that instead of putting down 60 days here, we should mention that number of days so that the world would know that it is only in very exceptional circumstances that we have done it. This is a very flagrant dereliction of duty, and consequently, the seat is now being declared vacant. Therefore, I would like the wording to be tightened up, if it is at all possible.

Mr. Deputy-Speaker: I do not agree with the hon. Member because the figures as to the number of days for which the hon. Member has been absent have already been given yesterday and the world has known it. It has been published in the papers and everybody knows it. Now, under the Constitution and the Rules we have only to say that the hon. Member has been absent for more than 60 days. In consequence of what we have passed yesterday this motion has to follow.

Shri Altekar: Sir, it is my unpleasant duty to come forward with this motion but the discussion yesterday

will clearly show how the House has been over-indulgent to the hon. Member. It has been brought to his notice that if he remains absent for more than 60 days, his seat is liable to be declared vacant. He has been absent for more than so many days and the House has yesterday agreed to refuse to give him leave and this motion follows as a corollary. Therefore, I submit that this House should declare his seat vacant and accept this motion. No more discussion is necessary after yesterday's decision.

Shrimati Renu Chakravarty: After having read the report I have to say one thing. The Committee did everything possible to get an adequate reply from the Member concerned. That was done individually. But I felt that there was just one small thing that had not been done. I hope that in future at least it would be done. The hon. gentleman belongs to the majority party in the House. Everything was done to get his reply individually. Should not the party machinery be made to persuade the hon. Member to give the reply? The party apparatus should also be brought to bear upon him and get the answer more quickly than was done here. Actually, the Member was written to more than 4 or 5 times and, finally, it was the executive authority that was called upon to help the Committee in order to get the reply. So, this is a small suggestion that I have to make.

Mr. Deputy-Speaker: That will be an internal affair of the party; we are not concerned with that here.

Shrimati Renu Chakravarty: We are concerned with parties also in this House and as such I suggest that.

Shri Kamath: Mr. Deputy-Speaker, while I yield to none in my anxiety to see that every hon. Member, every colleague in this House, whether belonging to the right, left or centre, discharge his or her respon-

sibilities to the House and remains present in the House as far as is possible for him or her, yet, in this particular matter, I feel that the Committee has been guilty of a grave dereliction of duty.

Mr. Deputy-Speaker: I must point out to the hon. Member that he should keep in view the decision that we have already taken yesterday. Now, if we go into the regularity of that report or any defect in that, that would not be relevant because the House has already taken a decision on that report.

Shri Kamath: My submission again, Sir.....

Shri U. M. Trivedi: May I, with all respect to my hon. friend, raise this point of order.

Mr. Deputy-Speaker: No discussion.....

Shri U. M. Trivedi: This is a point of order, Sir. This is a Committee appointed by the hon. Speaker and not a committee elected by the House. Any reflection upon the Committee is a reflection upon the Speaker himself. I therefore submit that these words should not be used by the hon. Member.

Mr. Deputy-Speaker: There is no decision of the Committee now. It is a decision of the House. I may bring to the notice of the hon. Member that whatever the Committee might have done, now it is a decision of the House and we have to proceed further in view of that decision. It would not be relevant here to discuss what the Committee did.

Shri Kamath: Now, the House is seized of the matter. The Committee goes out and has gone out. I again submit that, in my humble judgment, the House is competent to revise a decision that it took yesterday or even an hour or two ago if it so thinks. The House is supreme. Therefore I ask why the House should not revise its decision of yesterday. I shall not take much time.

Mr. Deputy-Speaker: I am not objecting to the hon. Member's taking a long time. But I only wanted to bring to his notice that now that the motion is before the House, it is for the House to accept it or reject it. If yesterday's decision is to be reviewed, that may be done by a different motion. So far as the present motion before us is concerned, the House has to give its opinion whether it agrees with it or not. If the hon. Member has any idea of requesting the House to revise its decision of yesterday, then, it should be done in a different manner by a separate motion and according to set procedure. Now we have got this motion. The hon. Member can speak on it and say that the House might throw it out and give his reasons. But, so far as the revision of yesterday's decision is concerned, that should be done in a separate way.

Shri Kamath: You are the custodian of the rights of the House, Sir, and that is why I requested you to give us time to table an amendment but you were good enough not to give us that opportunity. That is a separate matter. Now I would urge the House that the approval which was given to the Committee's report yesterday might be undone today. Cannot the House, if it thinks so, reopen the matter and reconsider it? It can do so if new factors are brought before it or in the light of new circumstances. I would only submit that the Committee which condoned his absence for about 500 days more or less should not spring this surprise on the hon. Member,—I use that expression because after having allowed him to be absent for about 500 days, in this session the final session, this drastic action is being taken. The Committee, I think should be censured by the House, for having sat over the matter for such a long time. The hon. Member might have thought that he could get a little more leave. It is human

[Shri Ramnath]

nature to expect that having been allowed to be absent for 500 days or so—which has been condoned—the absence of a few more days would also be condoned.

Mr. Deputy-Speaker: I may again bring to the notice of the hon. Member that this way of discussing the attitude of the House or the Committee is not relevant to this motion. Rule 321 says:

"A motion must not raise a question substantially identical with one on which the House has given a decision in the same session."

So, the hon. Member is not in order in raising all these questions now in connection with the present motion.

Shri Kamath: This also raises the same question.

Mr. Deputy-Speaker: This is a corollary, a step consequent on the decision which we have already taken. Has the hon. Member anything else to say?

Shri Kamath: Sir, can you not, as the custodian of the rights and privileges of Members, decide that when this motion is considered by the House, the Member concerned should be present here? You remember, Sir, that even in the case of Shri Mudgal, in the last Parliament he was present in the House and he was given an opportunity to defend himself. Even a condemned man, condemned to the gallows, is given a last chance. Here we are unseating a Member and so he must be given a last chance.

Mr. Deputy-Speaker: I am sure the hon. Member will differentiate between the two. The complaint here is that the Member does not come and the hon. Member says that he should come.

Shri Kamath: He has not been told about this action being taken.

Mr. Deputy-Speaker: That question cannot be taken up now. The House has already made a decision. Notice was given, reminders were sent and in spite of all those he did not care to come. Those facts must be taken as correct and we have now to proceed further.

Shri Kamath: He was asked to explain why he was absent and he was also told that it might attract the penalty contained in the relevant article of the Constitution. Not that it will or must attract, but might attract—that was the wording. So the hon. Member might have been under the impression that no such action would be taken against him.

Shri Sinhasan Singh (Gorakhpur Distt.—South): As the hon. Member is arguing for the other Member, may I know whether he has sent a telegram asking him to come?

Shri Kamath: There is no question of arguing for or against him. I won't do it even for the hon. Member. I am only anxious that sound traditions should be set up in this House, in this Parliament.

Therefore, before unseating a Member, it is imperative on the part of this House that we must see to it that the Member concerned, the guilty person or the accused, is present here before he is finally asked to quit the House. It is but fair that at least that consideration should be shown to him.

Mr. Deputy-Speaker: Can the hon. Member show to us any provision of the Constitution, any rule or any precedent where a notice is required after such a decision has been taken by the House, that is, that the absence is not condoned, and the subsequent motion follows as a corollary? In between these two, is a notice required to be served? Can

the hon. Member show any provision, any rule or any precedent for this?

Shri Kamath: We do so many things in the House although there is no provision in the rules for them. I must be guided by you, not you by me.

Mr. Deputy-Speaker: Certainly. I must get guidance from every side, and particularly from the hon. Member.

Shri Kamath: I cannot be so presumptuous as to give you guidance.

Mr. Deputy-Speaker: I must be so humble.

Shri Kamath: Even assuming that, this thing must have come in the papers only this morning, and the Member concerned might have been able to read it only this morning or last night at the radio—I do not listen every day, I seldom listen to the All India Radio, it is not worth listening to. Perhaps the Member concerned could not have known till this morning the action taken against him. I submit that you in your mature wisdom will.....

Mr. Deputy-Speaker: That is not the subject under dispute.

Shri Kamath: agree with me and my hon. colleagues will agree with me that before this final action is taken, this imprimatur, is put on it, the Member should be present so that he may hear what is being done about him.

Shri Heda (Nizamabad): I want only to submit.....

Mr. Deputy-Speaker: I do not think there is anything that is to be said just at present on this.

Shri Heda: I want some information on this. This motion is unpre-

cedented, and never was a Member unseated like this. If there is a constitutional possibility that after having passed yesterday's motion we do not pass this motion, then I think that possibility can only arise when that Member is intimated of yesterday's decision. For that, some time should be allowed, and then if we do not hear anything from him, we can take the decision on today's motion. Therefore, nothing will be lost if today's motion is deferred, say, for a week, and the Member is given the last notice that such and such motion was passed, and if on that intimation to him he takes action then this House can consider that action I think that may be done.

Shri Tek Chand (Ambala-Simla): I do feel the impact of logic that after having approved of the report, it is a logical consequence that follows. The force of that argument I do appreciate, but there is one matter which requires a certain examination. No doubt we have been told—and that must be so, I accept that—that notices were sent to the hon. Member and his explanation was sought. But there is a distinction between sending of a notice and receipt of a notice. If you are satisfied that the notice was sent under a registered cover and that the notice was actually received by the Member, and therefore refusal to reply was in the nature of perhaps a contempt or may be indifference, that is understandable. But for our future guidance, it would be meet and proper if the Committee merely should not be satisfied by the issuance of a notice by the office but should ascertain whether the notice issued by the office reached its ultimate destination. A case may conceivably be that the Committee was very vigilant, very careful, very indulgent, in sending the notice, but it may very well be that the notice was not exactly received—may be he was in a condition of ill-health that the notice

[Shri Tek Chand]

could not get him or he was not in a position to appreciate the contents of the notice.

Shri Joachim Alva (Kanara): If I may interrupt the hon. Member, the notice was sent for three successive weeks.

Mr. Deputy-Speaker: I might inform the hon. Member that on behalf of the Parliament a notice was sent to the hon. Member concerned through the State Government. The State Government has acknowledged that and sent in a reply that the notice has been served along with the acknowledgment of the Member himself.

Shri Kamath: Kindly read the contents of the notice.

Mr. Deputy-Speaker: This is his own acknowledgment:

"With reference to your letter... addressed to the Chief Secretary, I am now to forward herewith the acknowledgment from Shri Mahapatra in token of receipt of his letter by him.....".

Shri Kamath: Contents of the notice please.

Mr. Deputy-Speaker: That was read out yesterday. That is given in the report itself.

The hon. Member, Shri Tek Chand, may now proceed, but let him be brief.

Shri Tek Chand: On the assumption that the notice was served and acknowledged by the Member, no further question really arises. But since you were pleased to ask whether there was any provision or precedent or practice, I think that a last opportunity ought to be given to a Member who is about to be disquali-

fied. May I say only one thing—*audi alteram partem*? It is a well known rule of natural justice to hear the other side. You have already done justice, and if you can adjourn by about a week, I have no doubt that you will be doing a more effective justice in the matter.

Mr. Deputy-Speaker: It is for the House to decide whatever action is necessary. Personally I do not see any ground for postponement. I do not know whether there can be anything else between the two steps. I have not been able to judge even now or to visualise any possibility of some other thing under the circumstances. We have been told that if we are going to take a step against an hon. Member, a notice is necessary. Certainly it was necessary when the decision of yesterday was taken up, that is, so far as that decision was concerned. But now we have to stick to that decision. The absence of the hon. Member concerned has not been condoned. Where will the Member remain now, I fail to follow. Therefore, I do not see any reason for adjourning this debate. Let me put the question now.....

Shri Kamath: On a point of order. Sir. At the outset you said that you were not going to give us the opportunity to table an amendment. May I at least be permitted to move that consideration of this motion be postponed till the 12th December, 1956? That can be admitted by you.

Mr. Deputy-Speaker: Let it be moved.

Shri Kamath: I beg to move:

"That the consideration of the motion be postponed till the 12th December, 1956."

Mr. Deputy-Speaker: I will put it to the House.

The question is:

"That the consideration of the motion be postponed till the 12th December, 1956."

Those in favour will please say 'Aye'.

Some Hon. Members: 'Aye'.

Mr. Deputy-Speaker: Those against will please say 'No'.

Several Hon. Members: 'No'.

Mr. Deputy-Speaker: I think the 'Noes' have it. The motion is negatived.

Shri Kamath: The 'Ayes' have it.

Mr. Deputy-Speaker: I am ringing the bell.

There is Shri Altekar's motion for the vacation of the seat of Shri Mahapatra, and there is Shri Kamath's motion on it. I shall now put Shri Kamath's motion first.

The question is:

"That the consideration of the motion be postponed till the 12th December, 1956."

Those in favour may please say 'Aye'.

Some Hon. Members: "Aye".

Mr. Deputy-Speaker: Those against may please say "No".

Several Hon. Members: "No".

Mr. Deputy-Speaker: The "Noes" have it. The motion is lost.

Shri Kamath: The "Ayes" have it.

Mr. Deputy-Speaker: Those in favour may please rise in their seats. There are 12.

Now, those against may please rise in their seats. I see a large number. By an overwhelming majority this motion is lost.

The motion was negatived.

Mr. Deputy-Speaker: I will now put the main motion.

The question is:

"In pursuance of clause 4 of Article 101 of the Constitution of India the seat of Shri Sibnarayan Singh Mahapatra, Member of Lok Sabha who has been absent from all meetings of the House for a period of more than 60 days is hereby declared vacant.

The motion was adopted.

CENTRAL SALES TAX BILL—concl'd.

Mr. Deputy-Speaker: The House will now resume further consideration of the motion relating to the Central Sales Tax Bill.

Shri L. Jageswar Singh (Inner Manipur): Mr. Deputy-Speaker, I was saying in my speech yesterday that certain essential items such as foodstuffs, kerosene oil and salt should be included in the Bill, as they are of very great special importance to the community. The reason for including these essential items is that there are certain States which generally impose exorbitant rates for certain foodstuffs. I consider that if these items are brought under the purview of the Central Government, they should be in a position to ensure a uniform policy.

to the notice of the House is that there should be some sort of a Taxation Board. As a general rule we find that all taxation will only affect the poor people and I am not in favour of taxing them. I am in favour of taxing the rich people and I am in favour of taxing the luxury goods. I do not, of course, mean that all goods should be exempt from all taxation.

In order to have a uniform policy all over the country, so far as Sales Tax is concerned, my suggestion is that there should be a Sales Tax Council and this organization should co-

[Shri L. Jogeswar Singh]
ordinate the activities of the Sales Tax organizations existing in different States.

There should also be set up the Sales Tax Board for Sales Tax. I mentioned only yesterday in my speech that there are many difficulties, many anomalies, many discrepancies in the matter of Sales Tax in certain States. Small dealers do not know even how to keep their accounts. If you set up Sales Tax Advisory Boards in the States as well as in the Union territories, then these would be very helpful in the matter of giving advice to the small dealers.

With regard to the exemption of goods from Sales Tax, the Government amendment reads as follows:

"Notwithstanding anything contained in this Section, the Central Government may, if it is satisfied that it is necessary so to do in the public interest, by Notification in the Official Gazette, direct that in respect of such goods or classes of goods as may be mentioned in the notification, no tax under this Act shall be payable by any dealer having his place of business in any Union territory in respect of the sale by him from any such place of business of any such goods in the course of inter-State trade or commerce or that the tax on such sales shall be calculated at such lower rates than those specified in sub-section (1) or sub-section (2) as may be mentioned in the notification."

This amendment, to my mind, does not completely give exemption to all goods mentioned in the Bill in the Union territory. According to this Government amendment it may give exemption to the goods mentioned in this Bill.

Also it may not give exemption to the goods mentioned in this Bill. To my mind, it appears that it should be

clearly stated in the Bill that the specific goods of importance will be exempt from this tax. I want it to be clearly stated in this amendment.

There is one point with regard to the movement of goods from one Union territory to another or vice versa or from one Union territory to one state or vice versa. This position has not been clarified in the Bill and I should like to ask the hon. Minister to mention it clearly.

There is another point which is not so much or wholly relevant to this Bill.

Mr. Deputy-Speaker: Why mention that point if it is not relevant and the hon. Member himself feels that way?

Shri L. Jogeswar Singh: Of course it has got a certain amount of relevancy; it also relates to sales tax. I am talking of the general sales tax, not the Central Sales Tax Bill under discussion. That is more or less relevant. There are differences between taxable limits in the Union territory and the States. I may cite an example. The taxable limit in Assam is Rs. 7,000 while in Manipur territory it is Rs. 5,000. The Union territory of Manipur is commercially and economically backward and so here too the limit should be raised from Rs. 5,000 to Rs. 7,000. If that is done, a large number of small and petty traders will be benefited and they will not be in trouble with regard to the payment of sales tax. This was mentioned by me in my speech on the last Budget and the then hon. Finance Minister was kind enough to say that he would go into this. I have mentioned some of the important matters.

Mr. Deputy-Speaker: Not only some but all must have been covered now.

Shri L. Jogeswar Singh: I have covered all the points.

Shri Heda (Nizamabad): Mr. Deputy-Speaker, this Bill has come none too early. The first Supreme Court's decision was on 30th March 1953. More than three years and eight

months have passed and this Bill is before the Parliament today. I wish that it gets through both the Houses in this session because I am eager that the State Governments should no more be deprived of a very vital source of revenue—the inter-State sales tax.

While moving the motion, the Minister gave us some figures about the expected income from this source in the next five years. But I think that those figures include all the sales tax—not only the tax coming under the purview of this Bill but also the tax which the State Governments are able to levy. That big figure of about Rs. 190 crores or something like that is not, I hope, the revenue that the States may get from this inter-State sales tax alone.

The period that has lapsed in between has created certain anomalies. When the States were not able to levy inter-State sales tax, I think that in certain commodities of inter-State trade, there was more encouragement to trade in those commodities than in the sales commodities within the State. For instance, in the former Hyderabad State, the Marathi-speaking area grows enough cotton and oilseeds. When the traders wanted to send their articles to the industrialists or businessmen of the Bombay State, it was called an inter-State trade and therefore, no tax was levied. But, after reorganisation on the 1st of November, this area became part of the Bombay State and therefore, they have to pay State sales tax. A long period has lapsed. The traders have started feeling that if the same thing would continue, they need not pay any tax. They felt that it would have been much better if the present arrangement could continue. That is why they are raising a hue and cry that so much of hardship would be experienced by the levy of this tax, I think it is not so. Before the Supreme Court's decision, there was this tax and no particular hardship was experienced. Much has been said about the uniformity in the sales tax.

I do not think that it is under the purview of this Bill. However, I may also join my voice to the general proposition that the States may be advised that, as far as possible, they may, levy sales tax on some uniform basis throughout the country. If we believe that this country is one and if we believe that trade should be free, different rates of tax in different States become a hindrance. At times this hindrance is very big. Many States exploit the situation. Take for instance the ground-nut oil-cake that was exported from the former Hyderabad State to the North India. Because it was exporting, the State was levying a very high rate of tax on it.

Thereby the producer was getting a lower price than he would have otherwise got. Therefore, if the producers throughout the country are to be encouraged and it is the desire that they should get better prices for their goods, the sales-taxes in different States should have some uniformity. A slight variance may be there but there should not be any big variance in the quantum of the tax.

Another point is about the source where this sales-tax is to be collected. It is the general experience that there is evasion of this tax. If we go to any market, whether it be in New Delhi or any other town or city, and make certain purchases, we find that the merchants make a gesture by not charging the sales-tax. Thereby the customer feels happy because he is not made to pay something extra by way of sales-tax, and the merchants are also satisfied that the customer may visit them again. Thus we find that evasion of sales-tax is taking place on a very large scale. How to stop it? It is very difficult because both the trader as well as the customer are interested in this evasion. They are benefited by this evasion. Therefore, the only effective remedy would be to charge this sales-tax, whatever may be the quantum, at the starting point. If a commodity is grown somewhere we must have some control over the start of the commodity from the place of production to

[Shri Heda]

the market. In other cases where commodities are imported or manufactured the starting point can be easily found out. If the sales-tax is collected at the place of manufacture or at the place where a commodity is imported, then there is no scope for any evasion of sales-tax. I am quite sure that even by levying lower sales-tax, we may be able to collect a much higher revenue than we do at present.

If this sales-tax is levied at only one point it also creates a smooth dealing in handling that article; otherwise, if it is a multi-point sales-tax it again creates certain difficulties. I think it gives more room or scope for the traders as well as to the customers to avoid it. Therefore, if we bring certain measures into our machinery of collecting sales-tax by which the collection becomes easier and the hardship is not felt particularly by the customer or the consumer, the collection may be more effective and very little evasion may take place.

One other point that I would like to refer in this regard is about the stage where the inter-State sales-tax should be levied. Many times it so happens—I am not talking of speculative transactions, I am talking of hedge contracts or genuine transactions—that if a commodity is purchased from Hyderabad by a party in the Bombay market, before the party in Bombay has actually taken delivery of the commodity he sells it again to a party in Hyderabad. In such cases two transactions have taken place without the commodity being transferred from the actual place.

Now the question is whether these are two inter-State transactions, or there is no inter-State transaction at all. Then again, many times it so happens that a party from one State purchases a commodity from another State and sells that commodity to a party in yet another State asking the party in the second State to deliver the goods direct to the party in the

third State. Such triangular transactions also may take place. My point is that the inter-State sales-tax should be levied only when the commodity actually changes the place, the commodity has been taken delivery of. I hope this will be borne in mind. If that is done then the business community will not feel greater hardship than otherwise.

I now come to the matter of goods of special importance. If you go through the list—as the hon. Minister himself has stated—you will find that all those six categories are raw materials. It is a very nice thing that raw materials have been included in this. The sole purpose of this, as the hon. Minister himself has admitted, is to see that the manufacture takes place smoothly and the cost of the manufactured goods does not rise high. That is a very nice objective. But the point is, what about the consumer? I am not talking about only these articles; there are other articles which we generally call the 'essential articles'. There was also a law in that regard. When we amended the Constitution at that time, there was a good deal of talk about this, about food-grains and other essential commodities. I do not say that a definite promise was given, but a very good indication was given by the then Finance Minister that this House may consider that proposition when the second Bill, that is the present Bill, comes up before it, and may include certain essential articles. Take the case of small articles like kerosene or salt. They are consumed practically in every part of the country, in every village, in every house, in every hut. They are manufactured or obtained only in certain places, in some parts of the country. Therefore, they have to go from one State to another and many times they have to pass through more than two States. With the communications as they are sometimes, they have to pass through some border places. If these articles are to be charged more than one sales-tax the result is that they become costlier.

and thereby the consumer, the poor villager, is the sufferer. Therefore, when we are giving consideration to the manufactured articles and we say that the raw materials should be available to all the manufacturing concerns at the same level and, therefore, no sales-tax or inter-State sales-tax are levied on them, the same argument may hold good so far as essential articles are concerned. I do not think that much would be lost by this. As I have stated, if there is a uniform, or even a higher sales-tax at the starting place itself, at the place where salt or kerosene is produced, and there is no further sales-tax charged on the commodity, Government may not be deprived of a good source of revenue. At the same time, a man living in a remote village may be able to obtain these commodities at a better price.

The other question is whether, when certain articles are already charged import for excise duties should they be charged the different sales-taxes? As I have stated earlier, why not we combine all those taxes. If we do not combine the taxes, at least let us collect the taxes at one place only. That will avoid certain hardships to the consumers as well as the traders.

These are some of my suggestions and I hope the Government will look into them. So far as one suggestion that was given by an hon. Member here about the inter-State Sales Tax Commission is concerned, I think, if we look after the uniformity of sales-tax, if we take care of that aspect, no need for this Commission would arise. In the same way, if we increase the list of items in clause No. 14, what we call as goods of special importance, then again there would be no need for such a Commission. The argument given by the Government was that they consulted the State Governments and the State Governments were not agreeable to expand the list.

How can we expect the State Governments to agree to expand the list? It is not possible. It is for this

Parliament, this sovereign House which directly represents the entire population of the country to look after this problem in spite of the wishes of the State Governments. One cannot expect the State Governments to agree to expand this list and thereby deprive themselves of the revenue. This is particularly so in the case of certain States which are in an advantageous position, States which have got ports, or big manufacturing or distributing centres. Take the case of Delhi, for instance, which is a big distributing centre. When it levies a sales tax on commodities, it is not charging its own population, but the population of other States, backward States which import goods from it. Such States stand to gain more than they deserve and would not under any circumstances agree to expand the list. But we have to remedy this state of affairs.

13 hrs.

Let us for a moment take the question of Bombay versus Hyderabad. Bombay is a big distributing centre for two reasons: it is a port city; at the same time it is also a manufacturing centre. Most of the articles manufactured in the country, or in Western India or imported from abroad are distributed through Bombay. Hyderabad and other parts of the country get their articles from or through Bombay. When the Bombay Government imposes a sales tax, it is not only charging the consumer in the State, but the consumer in some other States also.

This is definitely an anomaly and to overcome this there should be some uniformity in sales tax and expansion of the list under clause 14, particularly certain commodities which are essential for the consumption of the population.

Shri Raghavachari (Penukonda): Mr. Deputy-Speaker, Sir, I rise to support the volume of opinion which has been expressed in favour of including under clause 14 some of the

[Shri Raghavachari]

food-stuffs. I know the delicate position in which Government are; they have to carry the States with them and can do something only after consultation with them. Nevertheless I rise to express my opinion in that regard for this reason and with this belief that the volume of opinion in favour of this must increase in this country and the Central Government must be compelled to respect the volume of opinion and restrict the powers of the States. It is purely with that idea that I rise to speak. Otherwise all these arguments will remain on paper and the Bill will become law in a few hours.

Nevertheless I take it that when the old Essential Articles Act was on the anvil as well as during the discussion on the Constitution (Amendment) Bill there was a sympathetic attitude towards this aspect; that possibly in the list of Essential Commodities some of the foodstuffs might also be included. The language of the Constitution certainly permits of such a thing; there is no legal obstacle in the way. The language is "goods of special importance in inter-State trade or commerce." There is no doubt about the fact that food-stuffs are important items of inter-State trade and commerce. Government have included several items in the list on the ground that they are of importance for commerce and ultimately the consumer will be affected. The same argument is applicable to food-stuffs also. I am, therefore, unable to appreciate this preference to commercial goods and lack of sympathy for food-stuffs, beyond the argument that the States' revenues must be augmented. We do not want to put restrictions in their way; they are to be free to impose any amount of taxation on food-stuffs.

I do not wish to elaborate the argument already made by several hon. Members that this is a matter to be decided by this Parliament composing of representatives from all States. It is our duty to stress the importance

of this matter and to see that each individual State in its anxiety to augment its finances should not go about taxing to any extent materials which are essential for the life of the community. Therefore, in spite of the delicate situation of the Centre to carry the States with them, it is our duty to stress the importance and the need to have uniformity. Therefore we want to include some of the articles, particularly food-stuffs under clause 14.

I wish to say a few words about the new amendment which was circulated yesterday. There was some objection raised against that. To my mind it looks that the new amendment which is proposed is simply to clothe the Centre with powers to exempt certain goods from taxation in the Union Territories. That is a power which is now enjoyed and exercised by the States. I do not, therefore, see any ulterior purpose in it: it is a simple matter of providing for a right which is being exercised in the States. But apart from that I would once again seriously urge upon the Government to appreciate the volume of opinion in favour of uniform taxation so far as important food-stuffs are concerned, though it might individually affect the income potential of particular States. Andhra Pradesh for instance produces a lot of rice: the other parts of India must necessarily take large quantities of it from there. It thus becomes an item of inter-State trade. Food-stuffs is not one in respect of which no restraint is permissible. Of course, each individual State can exercise its powers of taxation only with the consent and the approval of their representatives in their Legislatures. They are certainly responsible; not that I say they will go on exercising this right mercilessly. Nevertheless, in their anxiety to augment their revenues from particular items of food-stuffs they may go on taxing them. Therefore it is essential that the food-stuffs should be included in the list of declared goods under clause 14.

सेठ अचल सिंह (जिला आगरा—पश्चिम) :
उपाध्यक्ष महोदय, सेल्ज-टैक्स (विक्रीकर) का असर देश की ग्राम जनता—ग्रामीर गरीब सभी पर पड़ता है। कंट्रोल के जमाने से खास तौर पर हमारे देश की आर्थिक स्थिति और आर्थिक स्तर बहुत गिरा हुआ है। जब भी कोई टैक्स लगाया जाता है, तो लोग उससे बचने की कोशिश करते हैं। ऐसे टैक्सों में से एक सेल्ज-टैक्स है। हम देखते हैं कि दिल्ली से काफी माल बगैर सेल्ज-टैक्स दिए, बगैर परची के, जाता है और दूसरे शहरों में बेचा जाता है। उन शहरों में भी वह माल बगैर परची के और बगैर सेल्ज-टैक्स दिए बेचा जाता है।

इस तरीके से स्टेट सरकारों को सेल्स टैक्स का नुकसान होता है और साथ साथ सेंट्रल गवर्नमेंट को इनकम टैक्स (आय कर) का नुकसान होता है। जो माल इस तरह से आता है उसका कहीं बही खातों में जमाखर्च नहीं होता।

पिछली मर्तबा जब यहां छटा कान्सटीट्यूशन प्रमॉन्समेंट बिल (छटा संविधान संशोधन विधेयक) पेश किया गया था तो मैंने यह ऐत-राज उठाया था, और उस समय रेवेन्यू और सिविल एक्सपेंडीचर पर मंत्री जी ने और हमारे भूतपूर्व वित्त मंत्री जी ने विश्वास दिलाया था कि वह आयन्दा एक ऐसा बिल लायेंगे और कोशिश करेंगे कि जहां तक हो इनडाइरेक्ट (अप्रत्यक्ष) टैक्स हो और स्टेट्स में जितने टैक्स हों वे यूनीफार्म (एक समान) हों। लेकिन हम देखते हैं कि इन में से कोई बात इस बिल में नहीं है। इसलिए यह बहुत मुनासिब मालूम पड़ता है कि यह बिल सिलेक्ट कमिटी को जाये ताकि हमें जो कमियां हैं वे दूर हो सकें।

मैं आपको मिसाल के तौर पर यह बताऊँ कि किस तरह से लोग सेल्स टैक्स देने से बचते हैं। यू० पी० में कपड़ा मिले हैं और सूत की भी मिले हैं। वहां कपड़े पर एक धाना रुपया और सूत पर दो पैसा रुपया सेल्स टैक्स लगता

है। होता यह है कि लोग उन तमाम माल को टुकड़ों में लादकर दिल्ली ले आते हैं और उसको बेच देते हैं क्योंकि दिल्ली में कपड़े पर दो पैसा रुपया सेल्स टैक्स है और सूत पर कोई सेल्स टैक्स नहीं है। इस तरह से वे लोग टैक्स से बच जाते हैं। इस तरीके से यू० पी० सरकार को लाखों रुपया माहवार नुकसान होता है। अगर सरकार चाहती है कि लोगों का नैतिक स्तर ऊंचा हो तो इनडाइरेक्ट टैक्स लगाये जहां पर कोई चीज पैदा होती है वहीं उस पर टैक्स वसूल कर लिया जाये।

मेरा सुझाव है कि अगर सरकार को सेल्स टैक्स लगाना ही है तो स्टेट्स इस टैक्स को न लगावें बल्कि स्टेट्स का भी सेल्स टैक्स सेंटर वसूल करके उनको दे दिया करे। इस बिल में एक परसेंट (प्रतिशत) टैक्स रखा गया है। मैं चाहता हूँ कि इस १ परसेंट के बजाये तीन परसेंट टैक्स लगा दिया जाये, जिसमें से एक परसेंट तो सेंटर ले ले और २ परसेंट राज्य सरकारों को दे दे। ऐसा करने से जो टैक्स की चोरी होती है वह भी रुक जायेगी, तमाम टैक्स भी वसूल हो सकेगा, और इसमें खर्चा भी कम होगा। साथ व्यापारी व दूकानदार हिसाब रखने व नकशे दाखिल करने से बच जायेगा। इसलिए इस बिल में ग्रह बात होना बहुत जरूरी है। मेरा यह स्थान है कि अगर यह बिल सिलेक्ट कमिटी में जायेगा तो इसकी जो कमियां हैं वे पूरी हो जायेंगी और साथ साथ सेंटर की और राज्य सरकारों की आमदनी भी बढ़ जायेगी। हम देखते हैं कि आजकल सेल्स टैक्स की काफी चोरी होती है और इस वजह से सरकार को इनकम टैक्स भी बहुत कम मिलता है। इसलिए मुनासिब है कि जहां तक हो सके एक्साइज ड्यूटी (उत्पादन शुल्क) के जरिये से जहां कोई चीज पैदा होती है वहीं उस पर टैक्स लगाया जाये और इनडाइरेक्ट तरीके से वसूल कर लिया जाये। ऐसा करने से गवर्नमेंट का भी फायदा होगा और साथ ही साथ जो जनता के बोरेल्स गिर रहे हैं वे भी नहीं गिरेंगे। जो बातें कंट्रोल के जमाने

[सिठ प्रचल सिंह]

में चलती थी वे ही बातें इस टैक्स की वजह से चल रही हैं।

मेरा सुझाव है मिनिस्टर साहब इन बातों पर विचार करें।

The Minister of Finance and Iron and Steel (Shri T. T. Krishnamachari): Mr. Deputy-Speaker, Sir, I am afraid a very thin House hardly enthuses anybody, but I do not think any hon. Member who spoke on this particular Bill was even enthusiastic about the suggestions that he made.

The main point of attack was that there should be a Select Committee for the purpose of expanding the list contained in clause 14. My friend Pandit Thakur Das Bhargava, who opened the attack, took the House through all those years when we discussed this question in the Constituent Assembly and later, during several stages, in this House and in the predecessor of this House. I quite agree that this is a matter which has been debated at length in the Constituent Assembly, and my hon. friend Pandit Thakur Das Bhargava was a person who did not like to give a large measure of autonomy in regard to taxation to the State Governments. He made his position very clear then, and that position still obtains so far as he is concerned. He thinks that the State Governments do not exercise that responsibility properly and that therefore the Centre should take up that responsibility. Unfortunately in the set-up in which we are now functioning, I am not in a position to accept that as a basic ideal which this Government should adopt, because we are functioning under a Constitution which is a federal Constitution where certain spheres have been allotted to the States and certain spheres to the Centre. Undoubtedly, for the purpose of planning and for better economic management, Central control gives a certain amount of power which perhaps will ultimately accrue to the benefit of the common man, but that power goes right against the principle of the Constitution under which we are functioning.

So far as I am concerned, I do not propose to go back to the days when we discussed this subject in the Constituent Assembly or thereafter. So far as this particular motion is concerned, the Bill has been generated because of certain specific recommendations made by the Taxation Enquiry Commission, and that is where I have to begin. So far as I am concerned, my Bible happens to be the Taxation Enquiry Commission's report. The Commission has dealt with the question of essentiality at page 51, paragraph 11, of Volume III of its report. In categorising certain commodities as being essential and restricting the number which has been done in clause 14, we have merely accepted the recommendations of the Taxation Enquiry Commission. Government have no objective in this matter, either to benefit the agriculturists or to take away the benefits, they now enjoy or to benefit the industrial class or to take away any benefit which it now enjoys.

The way in which the Taxation Enquiry Commission has discussed this question of essentiality, in the context of internal trade of the State, is worth-while being read again. I do not want to take up the time of the House by reading much of it, but I might quote the following:

"On the other hand, the restrictions rest upon a concept of 'essentiality' which makes no distinction between the 'community' as represented by the people of the particular State and the community as represented by the nation as a whole. In regard to the impact of the sales tax of a particular State on the people of that State, it seems to us unnecessary that the Central Government should exercise, through Parliamentary legislation, a jurisdiction which, in terms of the State's own powers, is at once concurrent and over-riding. There are good reasons why the State legislature and the State Government may be left

to decide for themselves the intra-State aspects of their sales tax law and regulation".

The essentiality comes in regard to these goods in the determination of the tax on which the ultimate consumer has no voice at all. These are, basically, raw materials as my friend Shri Raghavachari suggested. The raw materials go into the industry; the industry produces finished goods, and ultimately they are sold to the consumer far away from the area where they are produced. Any question of adding up taxation on these raw materials from stage to stage ultimately makes for the determination of prices of those articles which might become costly, but for which the manufacturing unit or the trader who is in control may not be responsible. Some of these articles are in the basic industries class. Some of them are being progressively owned by the State. For instance, the raw materials needed for the steel industry are primarily and progressively being owned by the State. So, the essentiality rests on the limited number of goods affecting basically all industries. There is no intention of benefiting the industrialists at all by this measure.

So far as the industrialist is concerned, he works on the basis of a costing system. If the cost goes up, it is charged to the consumer, where the consumer has really no say in regard to the determination of the cost which is increased by taxation. The presumption of the Taxation Enquiry Commission is further expanded in paragraph 14 at page 55 of the report. It reads as follows:

"Subject to the above considerations, each State should be free (so far as Central control is concerned) to evolve the system of sales tax best suited to its conditions. Where the State is in effect taxing its own consumer, it should not be open to Parliament to exercise concurrent power in regard to the declaration of certain articles as exempt from sales tax".

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The real thing is the question of bringing up the responsibility of the State to the consumers in the area.

That is where the Commission has recommended that we should not include foodgrains in the scope of its exclusion which is contemplated by clause 14.

The point made by Shri Raghavachari is that even in regard to foodgrains, there is an inter-State element. Because Andhra produces more foodgrains than it requires it is a surplus area and the surplus has to go to the deficit area. That is where the control over inter-State taxation comes in; that is limited to 1 per cent. It is also true that U. P. is a surplus province and it does export. We are limiting it again to 1 per cent. and that is what Government itself considers fair for the consumer of that State to pay. If the Government of a State determines that the consumer of that State should pay 4 per cent. and they take the responsibility for it, we are not asking them to absolve the consumer in every State of bearing this burden, but any extra burden thereto should be limited to 1 per cent. It should be left to the particular State consuming the surplus produce and the producing State to determine what is going to be the further tax burden to be improved.

The issue is very plain. I understand the point mentioned by my hon. friends. As the Finance Minister in charge of the economic affairs of the country, I might even say I see a great deal of validity in what they say; but, we are bound by the circumstances in which we are placed. This is a federal Government and here is a very responsible body like the T.E.C. which has said that so far as the State is concerned, the Centre shall not by any way detract from the primary responsibility of the State towards the consumer. If they tax foodgrains, they take the chance. They go to the ballot boxes and are thrown out. I do not want them to say, "the Centre has determined this

[Shri T. T. Krishnamachari]

and that and therefore the responsibility is not ours." I think a lawyer of the eminence of Shri Raghavachari does appreciate the fact that I should not make the Central Government act as a smoke-screen, so far as the responsibility is concerned. That position is very clear. We have a federal constitution and even here the Finance Minister of the union is the person who controls the economic destiny of the country, the Plan and various other things. We are going to discuss the Finance Bills and I am sure hon. Members will ask about the price policy of the various States. I recognise the difficulty in exercising control, but unfortunately, I cannot cut right through the basic principle of the Constitution of separation of powers and autonomy of each region. I would not like to disregard the advice of a very responsible body presided over by a very eminent predecessor of mine; I would not like to say, "No" to what that body has said. After all, all laws are made by Parliament. Powers are not taken away from it by this legislation and anything that the Parliament might pass today does not act as an estoppel so far as any revisely legislation is concerned. If conditions become bad and if there is enough justification, I think there might be a need in future for agumenting the list.

I would also like to say that we have not ignored the commitment of my predecessor who gave the assurance to the House that he would consult the States before setting the machinery in motion. We have consulted the States and one and all. They resist any idea of expansion of the category of goods covered by clause 14, particularly in the region of foodgrains. There is a State like Saurashtra which has now been merged with Bombay, which does not charge sales tax on foodgrains; but nevertheless, would not like the imposition of Central control even when they do not charge this tax. That seems to show a sense of responsibility and at the same time a desire to

reserve their own power. So, if that is the main reason, as Pandit Thakur Das Bhargava has put forward, for referring this matter to the Select Committee, I am afraid the Select Committee cannot alter the facts to sum up for one thing I am bound by the report submitted by a responsible body like the Taxation Enquiry Commission. The second thing is, the consultation which was undertaken by Government as a result of the assurance given by my distinguished predecessor to the House has resulted in the States digging their toes in and saying "No change". So, I must plead that I am not competent to revise or expand clause 14 of this particular measure. If that is disposed of, I think the question of convincing the Government across the table in a Select Committee, I think, loses much of its force.

So far as the other provisions of the Bill are concerned, I must explain the two amendments that I have given. In regard to one amendment, I could not have got better support than the support which Shri Raghavachari gave. It is essentially a lacuna. Where this Act is going to operate in a State under the aegis of the State's administrative control and where the benefit is going to the State, we will have to leave it to the States to do what they want. But where it is the primary responsibility of the Centre, in a Union territory, as my hon. friend has pointed out, there is a lacuna. We do have to take the power to exempt or vary the rate of taxation according to the need. For instance, in a city like Delhi which hon. Members have referred, it is a matter to be gone into. I cannot at the moment say I am going to exempt everything that is being sold in Delhi. The question as to what types of commodities go into inter-State trade, which are the commodities for which Delhi is the distributing centre etc. has got to be gone into. I am perfectly sure the Home Ministry which controls the affairs of Delhi would ask the local authorities to go into the matter and give me proper advice.

It is a matter in which I have to be advised by the Home Ministry. So, all that I have done is I have taken the power to vary the taxation or to exempt, so far as the Centrally administered areas are concerned, where the primary responsibility for the collection of tax is that of the Centre and where the benefits of the tax go to the Union administration.

The other amendment is a verbal amendment in regard to the question of processed goods relating to iron and steel. So long as we have not defined "processed goods", I am afraid we will have to omit these words and I leave it very largely to administrative discretion to determine the changes that would occur in the content of iron and steel articles, before they embark on taxation. As far as these amendments are concerned. I am happy to say that I have the support of a large section of the House.

So far as the other points raised are concerned, they are beside the issue. My hon. friend from Agra has suggested excise duties to replace Sales Tax. There are certain types of commodities where perhaps, if the State concerned recognises that single-point taxation is better, excise duties will be a better way of collecting the money due to the State. We have put forward a proposal in regard to certain commodities, but the States are again chary with regard to their powers, even though it may lead to augmentation of income. I am perfectly certain in my mind that if an increase in the excise duty on, say, cloth is asked for and collected by the Centre and the sales tax is done away with by the State, all that I have collected will be only a fraction of what the State would have collected. I have no doubt in my mind my taxation will be half and that even if I am more liberal I give whatever I got to the States, the States are chary and they say, "the present position has to be safeguarded; future must be safeguarded" and so on. This argument is really going on and I do hope that sometime be-

fore long the States also will think of the economy of the country as a whole and the need for more resources and allowing less loopholes, and the suggestions that have been made by hon. Members will be accepted.

There are also questions about definition of sales and turnover. So far turnover is concerned, I am afraid it is now an accepted term in sales tax Acts. In fact, I recall, not with great pleasure, that in 1939 I had a lot to do with finding a proper definition for "turnover" in respect of the first Sales Tax Act that we started in Madras and I think the definition is satisfactory.

I would like to tell the House that, though I have no claim for infallibility, in this matter I have some special knowledge and this can be reasonably accepted.

A point was raised whether this particular measure will not give room for litigation. Nobody can say. The Constitution being a written Constitution and individuals being what they are, and lots of them have money, who would perhaps test disputes in a court of law, nobody can say whether this particular legislation of ours or amendment of ours to article 286 will not again be challenged. I would like to recall, any way, the amount of difficulty that we had in framing article 286 at the time when we were making the Constitution. I had no doubt in my mind in the manner in which we framed it we had to provide for certain interests in certain States and the explanation would be a bone of contention. It was, it gives one little satisfaction. All we can say is that to the extent that we have been advised, we have tried to make this measure before the House as foolproof as possible. Considering that there is an element of folly in every human being, I and my advisers are no exceptions to this general rule. These provisions might be challenged.

The questions of uniformity, of Sales Taxes, Sales Tax Commission and co-ordination were mentioned.

[Shri T. T. Krishnamachari]

All are very good suggestions. I would not say that these suggestions should not be accepted. Again, the question is, how can we co-ordinate except by consent of all the States. In a Constitution which is a written Constitution, where the States have definite powers, if they are agreeable, we can certainly do something. In fact, I do not mind telling the House that we have now a forum in which we can sit down and discuss such matters. We tried before to get a meeting of Finance Ministers—I think my predecessor tried it—and I think one experiment was good enough for him. He never tried it again. It became so difficult. Every State Finance Minister started attacking the Centre. We thought it not wise to repeat the experiment. The Planning Commission, for the purpose of discussing the Plan and the economic implications of it, has devised the idea of a National Development Council in which all State Chief Ministers are members and in many cases, the Finance Ministers also come with them. We have an opportunity to discuss these matters. It is my hope that I should place before the Chief Ministers and the Finance Ministers such as they come, to the next meeting, the entire question of the resources of the country. The question of raising the other resources in the country where necessary, and strengthening of collection machinery where necessary will all be discussed. I see no objection to make this question of Sales Tax a specific question for discussion in one of these meetings. I think some discussion will probably take place even as it is today. I think we will have to wait for some time and see how this consultative machinery that we have evolved in the way of National Development Council could be utilised or augmented for the purpose of some kind of inter-state or Union *versus* State consultation in regard to taxation matters. The Taxation Council that has been prescribed by the Taxation Inquiry Commission is also a kind of inter-

state Commission that has been contemplated in the Constitution, with which idea both my hon. friend Pandit Thakur Das Bhargava and myself had something to do. It seems at the present moment not strictly necessary. It may be necessary in future. Government have no intention of standing in the way of the formation of such a body if it becomes necessary.

So far as co-ordination is concerned, attempt will be made to draw the attention of the various State Governments when their taxes are high and tell them that, as far as possible, there must be some uniformity. That is all that could be done. We cannot and we do not have the necessary amount of power to see that the States fall in line. If we should use that power against their wishes, in the case of a responsible government, we are detracting from the federal aspect of the Constitution and they are likely to rebel against it and they do rebel.

That brings me to the close of my remarks in respect of the various suggestions made by hon. Members. So far as the administration of the tax is concerned, we can advise the State Governments. I think we certainly have the right to advise them because this is Central legislation. We shall bear in mind all the points mentioned by hon. Members. Whether in actual practice, it will come into being, is a different matter altogether. I will repeat this once again. If my hon. friends feel that we have gone back on our word that was given by my predecessor to expand the scope of clause 14, I will say that it is not a matter of our will. So far as I am concerned, I see the logic of the argument of my hon. friends. We have a planned economy. But, there are certain basic factors which cannot be ignored in a federal set-up. That is primarily my excuse for seeming, at the moment, not to accept a very valuable suggestion made by hon. Members in this House.

Shri Achuthan (Cranganur): May I ask one question? The hon. Minister said that all State Governments do not agree with regard to the inclusion of foodgrains, cereals, etc., in clause 14. May I know in which State at present is there a sales tax imposed by the State Government on food articles? May I also know, when consulted, how many States accepted the suggestion that the Centre must interfere and how many States opposed the suggestion? Are the surplus States opposing and the deficit States supporting?

Shri T. T. Krishnamachari: My hon. friend does not expect me to divulge that this State supported and that State opposed the proposal. By and large, they have resisted the idea. If I am going to give individual names, I am exposing particular Governments to attack within the State. My hon. friend must forgive me if I am not able to give the detailed information that he asks.

Shri Achuthan: Is there any sales tax in any State on foodgrains?

Shri T. T. Krishnamachari: The Taxation Inquiry Commission has dealt with this question and it has practically gone into all the sales tax regulations in India.

Mr. Deputy-Speaker: The question is:

"That the Bill be referred to a Select Committee consisting of Shri Shree Narayan Das, Shri Fulsinhji B. Dabli, Shri Jhulan Sinha, Shri U. M. Trivedi, Shri N. B. Chowdhury, Shri C. P. Gidwani, Shri N. P. Damodaran, Rajmata Kamalendu Mati Shah, Shrimati Uma Nehru, Shri Sarangadhar Das, Shri Resham Lal Jangde, Shri N. C. Chatterjee, Shri Krishnacharya Joshi, Shri P. T. Punnoose, Shri B. P. Jhunjhunwala, Shri Mohanlal Sakseena, Shri K. S. Raghavachari, Shri G. L. Bansal, Shri S. S. More, Shri T. T. Krishnamachari and the Mover with instructions to report by the 12th December, 1956."

The motion was negatived.

Mr. Deputy-Speaker: The question is:

"That the Bill to formulate principles for determining when a sale or purchase of goods takes place in the course of inter-State trade or commerce or outside a State or in the course of import into or export from India, to provide for the levy, collection and distribution of taxes on sales of goods in the course of inter-State trade or commerce and to declare certain goods to be of special importance in inter-State trade or commerce and specify the restrictions and conditions to which State laws imposing taxes on the sale or purchase of such goods of special importance shall be subject, be taken into consideration."

The motion was adopted.

Clauses 2 to 7

Mr. Deputy-Speaker: There are two amendments 6 and 7 to clause 5. I find the hon. Member absent. So, there are no amendments to clauses 2 to 7. Is any hon. Member desirous to move any amendments to clauses 2 to 7? None. I expect hon. Members to exercise their right of voting so that I may proceed. The question is:

"That clauses 2 to 7 stand part of the Bill."

The motion was adopted.

Clauses 2 to 7 were added to the Bill

Clause 8

(Rates of tax on sales in the course of the Inter-State trade or commerce)

Mr. Deputy-Speaker: There is a Government amendment.

The Minister of Revenue and Civil Expenditure (Shri M. C. Shah): I beg to move:

Page 5, after a line 39.....

Shri T. T. Krishnamachari: I am sorry to interrupt my hon. friend.

[Shri T. T. Krishnamachari]

I want to make a very small addition. I beg to move:

Page 5 after line 39, add:

"(5) Notwithstanding anything contained in this Section, the Central Government may, if it is satisfied that it is necessary so to do in the public interest, by Notification in the Official Gazette, direct that in respect of such goods or class of goods as may be mentioned in the notification...."

Then I would like these words to be added:

"and subject to such conditions as it may think fit to impose", after the word "notification".

"... no tax under this Act shall be payable by any dealer having his place of business in any Union territory in respect of the sale by him from any such place of business of any such goods in the course of inter-State trade or commerce or that the tax on such sales shall be calculated as such lower rates than those specified in sub-section (1) or sub-section (2) as may be mentioned in the notification."

I only wanted that small amendment to be made.

Mr. Deputy-Speaker: Amendment moved:

Page 5—

after line 39, add:

"(5) Notwithstanding anything contained in this Section, the Central Government may, if it is satisfied that it is necessary so to do in the public interest, by Notification in the Official Gazette, direct that in respect of such goods or classes of goods as may be mentioned in the notification, and subject to such conditions as it may think fit to impose, no tax under this Act shall be payable by any dealer having his place of business in any Union territory in respect of the sale by him from any such place of business of any

such goods in the course of inter-State trade or commerce or that the tax on such sales shall be calculated at such lower rates than those specified in sub-section (1) or sub-section (2) as may be mentioned in the notification."

Shri Radha Raman (Delhi City): The hon. Minister has placed before this House this amendment. Yesterday in my speech also I said that this provision has certainly met partly the objection that we had raised, more particularly because it affected very greatly the traders of Delhi. I now see that as the amendment stands, the Central Government wants to keep the power of levying the inter-State sales tax on goods sold and purchased to themselves. I somehow feel that it does not actually satisfy the requirements of Delhi.

As we all know, Delhi is primarily a distributing centre, and some of the businesses carried on in Delhi are totally dependant on export. After the goods are imported here, 80 to 90 per cent of the goods are exported to neighbouring States. My idea was that if the hon. Minister was agreeable to have this amendment modified in the manner I shall point out, it will meet the wishes of the traders in Delhi and also remove a lot of hardship. The object of the Government is to avoid evasion of payment of taxes, and at the same time to allow the traders to carry on their business in the same manner as they were doing previously. I feel that if the registered dealer is allowed to be exempted from the effect of the clause 8, it will certainly mean a lot of relief to the traders of Delhi. Here in the amendment proposed it is said "in respect of such goods or classes of goods as may be mentioned in the notification". This makes it discriminatory. That is, the Central Government may decide in the case of some goods to levy sales tax, while on others they may decide not to levy the tax. This will be a sort of discrimination between one class of goods

and another which discrimination, I think, is not intended by the Government.

Then again, in this amendment the Government says that it may decide that no tax under this Act shall be payable by any dealer. If you put in the words "any dealer", you exempt all the dealers. What we think is proper and would be helpful is that those who are registered dealers should be exempted, because if there is a registered dealer, he keeps proper records, and the tax is levied at the place where the goods are sold to the consumer. That is, the tax is realised from one point, and not from dealer to dealer, or from exporter to exporter or from wholesale dealer to retail dealer.

Then again, I feel if you say that such conditions as it thinks fit may be imposed, that also will make the amendment less effective. So, I think that the amendment should be so modified as to enable the Government to recover from such dealers who are registered dealers the sales tax that is intended. Such a modification also takes into account the special position of Delhi, which has a long history, and the centuries old trade it is carrying on. I therefore appeal to the hon. Minister to change the amendment in such a manner as would satisfy the first demands of the local traders who are mostly distributors. Such a gesture on the part of the Government will create more confidence among the traders of Delhi who feel that the present provision of Inter Sales Tax in the present Bill will be a great hardship on them.

श्री वि० घ० देशपांडे (गुना): उपाध्यक्ष महोदय मैं भी वित्त मंत्री महोदय से प्रार्थना करता हूँ कि वह इस में एमेंडमेंट (संशोधन) करें और वह संशोधन इस प्रकार से किया जाना चाहिए कि दिल्ली के जो रजिस्टर्ड डीलर्स (पंजीबद्ध व्यापारी) हैं उनपर यह टैक्स (कर) न लगे। एक बात को तो मैं स्वीकार करने के लिए तैयार हूँ और वह यह है कि आप यहां पर जितने प्रर्थ नियंत्रण के कानून बनाते हैं और

इस पालियामेंट ने पिछले चार वर्षों में जितने भी विधेयन बनाये हैं, उन सब में एक सूत्र मैंने अभी तक देखा है। वह सूत्र यह है कि किसी चीज को नेशनलाइज (राष्ट्रीयकरण) किया जाता है या किसी की सम्पत्ति को बिना मुआवजे (प्रतिकर) के लिया जाता है तो उस समय पूरा जो कानून है वह बनाया नहीं जाता है बल्कि एग्जिक्यूटिव (कार्यपालिका) के हाथ में या सरकार के हाथ में सत्ता दी जाती है कि वह डिस्क्रिमिनेशन (असमानता) कर सके। असल बात तो यह है कि पालियामेंट को ही इस बात का फैसला करना चाहिए कि किस चीज पर उसे नियंत्रण रखना है और किस चीज को उसे माफ करना है। लेकिन होता यह है कि एग्जिक्यूटिव को यह अधिकार प्रदान कर दिया जाता है कि वह इस चीज का निश्चय करे। कम्पनी कानून में मैनेजिंग एजेंसी को विषय में हमने यह चीज देखी है और इसी चीज को हम यहां पर भी देख रहे हैं। सच बात तो यह है कि दिल्ली एक ऐसा शहर है जहां से अनेक प्रान्तों की चीज भेजी जाती हैं और यहां पर उनका वितरण होता है। यहां से यू० पी० में माल जाता है, पंजाब में जाता है, राजस्थान में जाता है और बांग्ला बहुत मध्यभारत को भी जाता है। इस कारण से यहां इस टैक्स का बहुत बोझ पड़ने वाला है। मैं समझता हूँ कि सरकार ने अपने संशोधन के द्वारा यह स्वीकार कर लिया है कि इस टैक्स से इन लोगों पर ज्यादाती जरूर होगी। इस ज्यादाती को पारंहार करने के लिए कोई उपाय सोचा गया है उस उपाय में भी हम को यह शक है कि पक्षपात होगा और आगे के लिए अन्याय चलता रहेगा और कितनी आपत्ति आयेगी इसका हमको ठीक ठीक पता नहीं है। ऐसी अवस्था में दिल्ली के व्यापारियों की यह मांग बिल्कुल वाजिब (उचित) है कि जब एक रजिस्टर्ड डीलर से दूसरे रजिस्टर्ड डीलर को एक जगह से दूसरी जगह माल जाता है, तो उस पर यह एक परसेंट या अन्य टैक्स न बिठाए जायें—जो कि आप बिठाने वाले हैं। मैं समझता हूँ कि इस सेल्फ-टैक्स (बिक्रीकर)

[श्री वि० घ० देशपांडे]

बिल से देश भर के व्यापारी वर्ग में बड़ा असन्तोष उत्पन्न हुआ है। अकेले दिल्ली में असन्तोष है, इस प्रकार की कोई बात नहीं है। इस बिल में अन्य भी ऐसी बात है, जिनका केवल व्यापार पर ही नहीं, बल्कि कनज्यूमर्स पर, सर्वसाधारण ग्राहकों पर भी बड़ा भारी प्रभाव पड़ने वाला है। विशेषतया दिल्ली में, जो कि नार्थ इंडिया (उत्तर भारत) का सबसे बड़ा डिस्ट्रिब्यूटिंग सेंटर (वितरण-केन्द्र) है और जिसको एक शहर होने पर भी एक स्टेट बनाया गया है, इस बिल की छाठवीं धारा के कारण व्यापारियों के साथ बहुत अन्याय होने वाला है। इसलिए मैं फिर से प्रार्थना करूंगा कि यह जो संशोधन है, इसमें इस प्रकार का संशोधन और किया जाय जिससे एक रजिस्टर्ड डीलर से दूसरे रजिस्टर्ड डीलर के पास जब माल आता है, तो उस पर बिल्कुल टैक्स न बिठाया जाय। इस आशय की श्री राधा रमण ने जो सूचना दी है, मैं उसका समर्थन करता हूँ।

Shri C. K. Nair (Outer Delhi): I support the proposal made by Shri Radha Raman. I think the amendment itself is really a sort of concession extended to the Centrally administered areas. That means that it has been conceded by the Finance Minister that some special consideration should be shown to these areas. There is no doubt that excepting perhaps, Delhi, all the other Centrally administered areas are backward, as Shri L. Jogeswar Singh pointed out yesterday. Since most of the consumer goods are very costly in these places already, it is very essential that they should not be taxed further. That point has to be conceded.

As for Delhi, which is at the other extreme, and where things are so much consumed, it must be given special consideration, because the standard of living of the people in Delhi is perhaps the highest in India. Of course, there is no question of any benefit accruing or not accruing to

the traders. The trade may suffer, and naturally, the traders also may be affected. But ultimately it is the consumer who has to pay from his pocket. And Delhi being one of the places with a very high standard of living, the common man will be hit much more. So, in order that special consideration may be shown, the amendment may be made in such a way as to exclude all the Centrally administered areas from the operation of such taxes.

Shri T. T. Krishnamachari: I am afraid the suggestions that have been made arise out of a slight misconception regarding the scope of this legislation. My hon. friend from Agra, who spoke earlier, also claimed that Agra was a distributing centre. Bombay is also a distributing centre; there are very many parts of the country which happen to be distributing centres. We can do nothing at all in the matter, because this is a matter in which the States are going to get the benefit and they have to make such adjustments as they like. But they cannot interfere with the Central administration.

So far as this is concerned, the matter was raised that there might be some commodities and there might be certain types of dealers that might come into what we might call the distributive trade. But there might be some commodities which will go into consumption in Delhi. On that point, apparently, Shri C. K. Nair thinks that all goods in Delhi must be exempt. That is a matter in regard to which I must pay heed to the advice of the Delhi administration. All that we have done now is to see that in the case of Delhi—because we can do it in this case, and we cannot do it in any other case; I am not in a position to exempt the distributive trade in Agra or in Bombay or in Madras or in Punjab—we take this power to do it. As regards how it must be done, in what manner this exemption should be given, whether any variation in tax should be made, the commodities in which the exemption should be given, whether registered

dealers should get it or other dealers should get it, and so on, full power is there for the administration to exercise. As I have said while winding up the debate on the consideration motion, I shall certainly be guided in this matter by the advice that I get from the Delhi administration and my sister-Ministry, the Home Ministry.

What my hon. friend should do is to see them and tell them in what manner they think the variation should be made, and it is for them to examine these suggestions and recommend the incorporation of these variations in the notification. It does not mean that because I say I cannot accept his amendment—because this amendment has to be in the nature of an exemption, and we cannot go into the refinements of it—therefore, I am against what he says. But, at the same time, if my hon. friend Shri Radha Raman wants an assurance from me that all that he has in mind should be accepted, I am not in a position to give that assurance now. I have got to be guided in this particular matter by the people who are directly responsible, namely the Home Ministry and the Chief Commissioner of Delhi. I would suggest to my hon. friends that they should speak to them and convince them of what ought to be done. If any recommendations come from them, the financial consideration that I have in regard to the income from Delhi comes—which brings down a portion of the liability that I have to undertake, because there is a lot of deficit which I have to fill up—we would not ordinarily stand in the way. Hon. Members will note that I am using the words advisedly. That means that I shall give every consideration to every recommendation that is passed on to me through the administration of Delhi; and probably what they want can be done; more can be done; less can be done; but there is absolutely no limit up to which this exemption can be exercised by the administration. So, I am not tying up my hands, but at the same time, my hon. friends would forgive me if I refuse to tie up my

hands in the manner which my hon. friends are now suggesting.

Mr. Deputy-Speaker: The question is:

Page 5—

after line 39, add:

“(5) Notwithstanding anything contained in this Section, the Central Government may, if it is satisfied that it is necessary so to do in the public interest, by Notification in the Official Gazette, direct that in respect of such goods or classes of goods as may be mentioned in the Notification, and subject to such conditions as it may think fit to impose, no tax under this Act shall be payable by any dealer having his place of business in any Union territory in respect of the sale by him from any such place of business of any such goods in the course of inter-State trade or commerce or that the tax on such sales shall be calculated at such lower rates than those specified in sub-section (1) or sub-section (2) as may be mentioned in the notification.”

The motion was adopted.

Mr. Deputy-Speaker: The question is:

“That clause 8, as amended, stand part of the Bill.”

The motion was adopted.

Clause 8, as amended, was added to the Bill.

Clauses 9 to 13

Mr. Deputy-Speaker: As the hon. Members who have tabled amendments to clauses 9 to 13 are not present, I shall put these clauses together to vote.

The question is:

“That clauses 9 to 13 stand part of the Bill”.

The motion was adopted.

Clauses 9 to 13 were added to the Bill

[Mr. Deputy-Speaker]

Clause 14—(Certain goods to be of special importance in inter-State trade or commerce)

Shri M. C. Shah: I beg to move:

(i) Page 8, lines 23 and 24—

omit "without further processing or fabrication".

(ii) Page 8, lines 30 and 31—

omit "without further processing or fabrication".

These amendments are necessary to reduce the area of controversy in regard to the import of the term 'iron and steel' with respect to its use as raw materials. Some processing and fabrication take place in the rolling mills which produce this iron and steel as raw material. So, we have been advised that these words should be omitted. Otherwise, there might be some controversy whether these are raw materials or not, because in the rolling mills, this process is there.

Mr. Deputy-Speaker: The question is:

Page 8, lines 23 and 24—

omit "without further processing or fabrication."

The motion was adopted.

Mr. Deputy-Speaker: The question is:

Page 8, lines 30 and 31—

omit "without further processing or fabrication."

The motion was adopted

Mr. Deputy-Speaker: I shall now put clause 14, as amended, to vote.

Shri U. M. Trivedi (Chittor): I want to speak on this clause. This is the most important clause of this whole Bill. It was in respect of this clause that many speakers had pointed out

during the consideration stage, that some provision ought to be made for...

Mr. Deputy-Speaker: The misfortune is that not one of those who spoke remained inside to hear the reply.

Shri U. M. Trivedi: I thought this discussion would take the allotted seven hours and there would be further three hours tomorrow. That was why we practically absented ourselves during the lunch hour. The same thing must have happened to other friends also; they must have been taken in by this position.

14 hrs.

It is quite true that coal has been included and cotton has been included as of special importance in inter-State trade or commerce. Everything necessary is being put down, but I find that when controls were on and when essential commodities were declared under the Defence of India Rules or under the Essential Commodities Act, foodgrains were always included in the list of such articles which would be considered as of special importance in inter-State trade or commerce. The present Essential Commodities Act also includes in its list foodgrains. It would have been quite fit and proper in the circumstances in which this Bill is being passed if foodgrains had been included in the list as of special importance in inter-State trade or commerce.

The greatest amount of movement, if I am not wrong, takes place in foodgrains in India. There are many States where large amounts of foodgrains are grown and large amounts are always sent out. In some cases, tax is levied; in some cases, it is not levied. It would have been fit and proper if the amendment which had been suggested just now, and which we have adopted, granting exemption to certain goods or classes of goods so far as Union Territories are concerned, could be extended to cover all foodgrains. This is because it is a

very essential feature of our economy at present that we have always to depend upon the proper supply of foodgrains. The working of the sales tax has not been uniform all along so far as foodgrains are concerned. So it would have been quite in the fitness of things if this had been included and a provision was also made that there should not be any sales tax on foodgrains; not only foodgrains but all things prepared for purposes of supply which we may call eatables. Things which are supplied as meals ought not to be taxed in any manner whatsoever. When oil seeds, that is to say, seeds yielding non-volatile oils used for human consumption, or in industry, or in the manufacture of varnishes, soaps and the like, or in lubrication, and volatile oils used chiefly in medicines, perfumes, cosmetics and the like could be included as of special importance, whether they are included as of special importance, or not, the whole position would have been better still if the exemption which is now being granted to Union Territories by virtue of this provision, which has now been made—this itself is a discriminatory provision; I do not know whether it will hold water if challenged in a court of law—was also granted all along to foodgrains all over India. Then there would be no question of discrimination whatsoever and it would have been of very great help to the country large, for which people are damouring.

Shri T. T. Krishnamachari: I have dealt with this question before.

Mr. Deputy-Speaker: Yes, a reply has already been given to this question.

Shri M. S. Gurupadaswamy (Mysore): In anticipation!

Shri U. M. Trivedi: I would like to hear something about it, if you permit.

Mr. Deputy-Speaker: That would be difficult for me, if a Member remains absent and then comes and asks that

the same thing should be said again because he was not present at the time it was originally answered.

Shri Chattopadhyaya (Vijayavada): We may use the tape record.

Mr. Deputy-Speaker: The question is:

"That clause 14, as amended, stand part of the Bill."

The motion was adopted.

Clause 14, as amended, was added to the Bill.

Mr. Deputy-Speaker: There are no amendments being moved to clauses 15 and 16.

The question is:

"That clauses 15, 16, and 1, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clauses 15, 16 and 1, the Enacting Formula and the Title were added to the Bill.

Shri M. C. Shah: I beg to move:

"That the Bill, as amended, be passed."

Mr. Deputy-Speaker: Motion moved:

That the Bill, as amended be passed."

Shri Achuthan: The hon. Minister, while replying during the consideration stage, explained the actual position why he found it difficult to introduce under clause 14 other important items like foodstuffs. But those Members who come from deficit States have a duty to express their feelings; otherwise, people may think that when such measures are brought before Parliament, the voice of States like Kerala, which is a deficit State and requires to import more than 50 per cent. of its requirements of food materials from other States, is not being raised. This would have amounted to a failure of duty on our part.

[Shri Achustan]

So far as my State is concerned, we have, as I said, to import a lot of food materials. Everybody knows that food is one of the essentials of existence. Then there is cloth. We see that with regard to cloth, the raw material—raw cotton—has been included. I appreciate the point made by the hon. Minister when he says that the States have got representative governments, they are responsible people and they will consider all these aspects. But the point is that there are surplus States. They may think that because those commodities would be essential commodities, they should raise sales tax on those commodities because a portion of those commodities goes to other States. Even though the provision regarding inter-State trade is there—that will be the only limitation here—still there may be other devices adopted by State Governments which are not deficit States but surplus States. They can so manage things that a tax is levied on those goods which go to other States. This will hit the people of the consuming States.

It would have been better for the Finance Minister to have called all the Finance Ministers or Chief Ministers of the States concerned and worked out a formula. Since cotton has been included in the list, foodgrains also should have found a place. Even now we have not lost hope. The Finance Minister has stated that the National Development Council is meeting and he will watch the repercussions; also Parliament will be sitting and we can raise our voice here and the matter can be decided.

But this is an important matter. I am not finding fault with the recommendations of the Taxation Inquiry Commission. They are quite right. But since the situation in India with regard to foodstuffs is not almost on the same level—though some States are excessively surplus and others are deplorably deficit—the Finance Minister must adopt an appeasing or softening attitude and assure the

people of the deficit States that the Centre will not shut its eyes when sales tax is levied on such materials which find a market in the deficit States.

Shri T. T. Krishnamachari: The point raised by my hon. friend is a point which I dealt with before. In so far as surplus areas are concerned, foodgrains or such other essential commodities will bear the same rate of taxation which the Government of that area imposes on its people. If some other State is getting the goods, they can certainly see that the people do not pay any additional tax which adds to this burden. It is for the consuming State to make a provision to that effect. But so far as the taxing State is concerned, it cannot tax the goods that go out at a rate higher than that levied on the same goods consumed in that State. So again the question of responsibility to the consumer in the State is the factor unless it be that the State is producing something which is not consumed in that State but is only taken out and that cannot be so, particularly in the matter of foodgrains. The question of the responsibility of the State to the consumer in the State is an effective guarantee against any arbitrary increase in the sales tax unless it be that something is produced which is consumed only far away from the State of production. So far as surplus States are concerned, the provision is already there and beyond that I cannot say anything.

Mr. Deputy-Speaker: The question is:

"That the Bill, as amended, be passed"

The motion was adopted.

REPRESENTATION OF THE PEOPLE (FOURTH AMENDMENT) BILL

The Minister of Legal Affairs (Shri Pataskar): Sir, I beg to move:

"That the Bill further to amend

the Representation of the People Act, 1950, be taken into consideration."

14-11 hrs.

[SHRIMATI SUSHAMA SEN in the Chair]

As we all know, recently, only a few months back we passed a Bill amending the Representation of the People Act in order to enable displaced persons being registered as voters. That was necessary because we had passed recently a Citizenship Act and those people had become entitled to be voters. But it was very difficult to get their names on the voters' list. It was to remove that difficulty that we passed a Bill which was up to the 1st of November. Actual experience has shown that there are still a large number of displaced persons who have failed to register themselves as citizens. It was with a view to enable them to get themselves registered as citizens that the time was extended from 1st November to 1st December by an ordinance and this Bill has been brought forward only to replace that Ordinance. So, I think, there would be hardly any discussion on this Bill because this Bill has been brought forward to enable the displaced persons who had not been able to get themselves registered as citizens to get themselves registered. I need not add anything more.

Mr. Chairman: Motion moved.

"That the Bill further to amend the Representation of the People Act, 1950, be taken into consideration."

Shri M. S. Gurupadaswamy (Mysore): Just a clarification. May I know where there is any difficulty in extending this time up to 1st January, 1957—any practical difficulty?

Shri Pataskar: The practical difficulty is not, of course, with regard to any particular date. But the voters' lists have to be finalised before the elections, and in proper time. I think some date has to be fixed. So far as the Election Commissioner is

concerned, he thinks that we could not probably, extend it. I have tried to see that it is extended and we can probably extend it up to the 16th December. I see there is an amendment to that effect. But I do not know whether it will be pressed. I shall be prepared to extend the time up to the 16th December, if so desired. Beyond that, I am told, it may not be possible to extend the time.

Shri M. S. Gurupadaswamy: So, you are accepting that amendment?

Shri Pataskar: Yes; provided somebody moves it.

Shri U. M. Trivedi (Chittor): It can be moved even now.

Shri B. K. Das (Contai): The hon. Minister can move it.

Shri M. S. Gurupadaswamy: Yes, with the permission of the Chair.

Mr. Chairman: It can be moved.

Shri U. M. Trivedi: This is a very small Bill no doubt and the object of the Bill is laudable. We should not leave out any of our countryman from the list of voters and deprive them of the right to vote in the elections that are forthcoming. It is only an unfortunate event in the history of our country that these countrymen of ours found themselves not the citizens of India. They were citizens of India in 1947 and force of circumstances made them aliens. These unfortunate persons are really the sufferers on account of our independence, the independence that we are enjoying today. They must at least be allowed the privilege or the right at our elections. It is quite in the fitness of things that the Government has brought forward this Bill. But, I do not understand why it is stated in clause 1 (2) that it shall be deemed to have come into force on the 8th day of November, 1956. No explanation is given about that.

Shri Pataskar: I shall give it.

Shri U. M. Trivedi: I am trying to find out an explanation from this Bill. It is mentioned in the Statement of Objects and Reasons that

[Shri U. M. Trivedi]

the Representation of the People (Third Amendment) Act, 1956, was enacted to effect the prompt enrolment as electors of those displaced persons who register themselves as citizens of India under section 5(1)(a) of the Citizenship Act, 1955, before the 1st November, 1956. It was then thought that the bulk of eligible displaced persons would have been registered as citizens of India before the 1st November, 1956.

Now, between 1st November and 8th November, there is a gap of 7 days. I have not understood the significance of this gap of 7 days. As I said, the purpose of this Bill is laudable and the hon. Minister has agreed to extend the period from the 1st December to the 16th December, 1956. I do not know whether the purpose can be served and people will be able to take advantage of this Act by the 15th December, 1956, unless it is given very wide publicity all over the country by the radio and the newspapers and all the newspapers are made to co-operate with the Government in this respect. Unless it is done, it will be difficult for the displaced persons who are scattered in various places, far into the interior in many places in Rajasthan and Madhya Bharat to know of this piece of legislation. Already it is the 5th of December. If it were kept as 1st December, it would be only mock legislation. If it is extended as agreed to by the hon. Minister it may be of some use. Even then, I do not know whether people will be able to take advantage of it, and whether it will be passed before that date, because this has to go to the other House and be passed there. I do not know whether by the time it becomes law those people would be able to come to know of it. Under these circumstances, it will be very very helpful if the hon. Minister would see his way to have this period extended up to the 31st December, 1956. He need not change this 'December,' or even the '1st'; he need only put one '3' before the '1'. I hope the

hon. Minister would concede this and extend the time.

I see the desire on the part of Government to be helpful. But as things stand, the help would be merely a mirage. It will not be a very tangible thing that he is offering. We should not forget—and we should remember it always and anon—that it was on the shoulders of these people and the blood of these people that we have secured our independence. We are thinking that we have got this independence for India without bloodshed. I say that it was the greatest bloodshed in the history of the world when this independence was secured. We should never forget that these people saved us and saved our skins but shed their blood. It is for these people that this Bill is brought forward. Therefore, I request the hon. Minister to accede to my request for extending the time.

Shri B. K. Das: Madam, when the Citizenship Bill was discussed in this House, I expressed my doubt whether the provision for registration would be of much benefit to the displaced person. As you know, the provision for registration and giving franchise concerns more the displaced persons from East Pakistan because they are the persons who have got to be registered in very large numbers, and most of them have not been in our electoral rolls. For this purpose the Bill seeks to extend the time so that a large number of persons may be placed in the electoral rolls. We have not got the figures from the hon. Minister as to how many have by this time been registered and how many are already on the rolls. We have no idea about it, but I should think that only a very small number of them have been registered by this time. I do not know what machinery has been set up, what procedure has been adopted. The assurance was given by the hon. Home Minister when replying to the debate that there would be an elaborate machinery, and the procedure also would be simple, so that many

people might get themselves registered very easily and be able to exercise their franchise. If that has not been fulfilled, I have still my doubts whether the purpose will be achieved even by extending the time up to the end of December as sought by an amendment that has been tabled but not yet moved. The hon. Minister has expressed already his willingness to extend the time up to the 15th December, instead of the 31st December, because he thinks that there will be no difficulty about the election procedure being gone into if the time is extended up to that time, that is, 15th December, 1956. Under the circumstances, we have no alternative but to choose a date which can be conveniently done. Otherwise there may be difficulty in having our electoral register completed before the ensuing election.

I think all these matters, which concern us deeply, arise out of the discussion of this Bill, and in future also the same difficulty will remain. If there is no good machinery, no proper publicity, no simple procedure so that all eligible persons can be registered within a reasonable length of time and put in the electoral rolls, then they will remain disenfranchised probably for no fault of their own. So, I think we should be satisfied that everything has been done for the registration of those people and everything will be done for their registration so that they can come in our register in proper time.

With these words I support the Bill and I hope that the hon. Minister will go to the utmost length about fixing this particular date.

Shri Pataskar: With respect to the point raised by my hon. friend as to why the date, 8th November, is there, the explanation is very simple. What happened was that the original Act had extended the period up to the 1st November.

It was brought to the notice of Government that this process of registering of citizens should continue because people would register them-

selves as citizens only if they were sure that they would get this right to vote, and for that purpose, this provision was made, and we had to issue an ordinance on the 8th November. We made it clear in clause 2 that for the words, letters and figures "the 1st day of November, 1956", the words, letters and figures "the 1st day of December, 1956" shall be substituted and shall be deemed always to have been substituted. Therefore, there is no question of any gap. The date, 8th November, is mentioned simply because on that day the ordinance was issued, and that is now being ratified by this Act of Parliament.

So far as the question of trying to enrol as many displaced persons as possible is concerned, every one of us has sympathy for them and we will do everything consistent with carrying out our programme of election, etc. Every attempt is being made to see that they get enrolled as voters. I need not repeat the provisions which were already made, and it is with that anxiety that I took the earliest step to extend the period by having an ordinance issued.

With regard to the question as to what date should be there, the date that was proposed in the ordinance at that time was 1st December, 1956. By the time the Bill has come to this House, I think from all the enquiries which I have been able to make that we can legitimately, without creating any problems for the Election Commission, extend the date up to the 15th December. Therefore, as I said in the beginning, I am prepared to extend the period up to the 15th December, 1956.

As regards our efforts, even all political parties, the Election Commission and all others are trying their best to see that all such persons are registered. It will be remembered that unless a person becomes a citizen of India, his name cannot appear in the electoral roll. We all sympathise with this problem of displaced persons, who are already there, who might come again from other parts of the country, and we want to do our

[Shri Pataskar]

utmost in seeing that at any rate they get their right to vote. It is only from that point of view that we cannot really go beyond the 15th December, 1956.

Shri B. K. Das: What is the number so far registered?

Shri Pataskar: I have not got the exact figure, but I can say that a large number of persons have been able to enrol themselves as citizens. Of course, there are some still to be registered, but that is on account of the very nature of the problem itself. We all realise the difficulties and I need not go into them. The numbers are increasing every day. It is not possible to give any accurate figure for today. I can only assure the House that the Election Commission and all others, including the political parties, are co-operating in this matter, and we are trying to extend the date to the maximum that we can.

Shrimati Renu Chakravarty (Basirhat): May I just say a word or two on this Bill? Of course, we welcome the Bill, which seeks to replace the ordinance.

The only point that I would like to make is that actually the registration of the elector will have to be preceded by the registration of the person as a citizen of India. This is a rather difficult process especially when one considers that there are large numbers of refugees in the interior of the villages who are being sent to the various work site camps spread out throughout the length and breadth of our State, the State of West Bengal. That is why, whilst I welcome the acceptance by the hon. Minister of the extension of the date up to the 15th December, 1956, I was just wondering whether it would not be better if he could accept it to be extended up to the end of December, 1956. The reason for that is this. Even the day before I arrived here, that is, on the 28th November, I was going in my constituency rather into the interior where I met some of the registrars who are actually being used by

the Directorate of Rehabilitation to go to the work site camps for registering these men and women. Actually this lady told me that as yet they had not been able to complete their work. That was on the 28th November. I am still doubtful whether they will be able to complete in respect of those who are already here and who are actually in the work site camps, and whether they will be able to complete the list of those people who have already become citizens. There will still remain a large number of persons who may not be able to come on the rolls. They may not have attained citizenship—I mean even those who are already here in these camps. Therefore I think it will be a much more practical proposition to extend the date till the last day of this year. Considering that we shall not be having the elections till the 1st of March, there will be a reasonable time left for the preparation of the electoral rolls. In view of the large amount of work still outstanding I would propose that, if possible, the Minister should accept the last day of this year as the final date.

Mr. Chairman: The question is:

"That the Bill further to amend the Representation of the People Act, 1950, be taken into consideration."

The motion was adopted.

Clause 2.— (Amendment of Section 24).

Mr. Chairman: There are some amendments. Are they being moved?

Shri Sadhan Gupta (Calcutta South-East): Madam, I am moving my amendments Nos. 1 and 2.

I beg to move:

(i) Page 1, line 9.

for "1st day" substitute "16th day"

(ii) Page 1, line 10.—

for "December, 1956" substitute "January, 1957".

The purpose of my amendment has just been explained by Shrimati Renu Chakravarty. While the Citizenship

Bill was under discussion, we pressed very hard for not imposing any formality before admitting the displaced persons as citizens. The reason was that they were as much Indians as anyone born on Indian soil and therefore there was no rational justification for differentiating against them in the matter of grant of citizenship. But, when that differentiation has been made, it is very much necessary that conditions should be created which will enable them to be registered as electors to the maximum possible extent so that they may participate in the general elections. Last time it happened that literally millions of refugees were deprived of their votes. They could not participate in the work of electing persons to various representative bodies, including this House. To that extent, this House has failed to be representative of the population of this country. That contingency should be avoided this time.

The Bill as it stands provides for enrolment of refugees who have been registered up to the 30th of November. That is of no use and it is good that the Minister has accepted the extension of the date up to the 15th of December. Even that would not be of much use because today we are on the 5th of December. By the time it is passed into an Act, it will probably be 15th December or very near that date. Before the Act is passed, perhaps the officers will not take any steps to get these refugees registered as electors. Even if they take steps, there are precious few days remaining and so some allowance must be made so that the officers may register as electors the great bulk of the refugees. That is why we have suggested the last date of the year as the date on which the registration of citizenship should be completed in order to enable those registered persons to enrol as electors.

I do not think there will be any difficulty in that. After all you can take the register of citizens and transfer the names to the electoral rolls. There would not be much diffi-

culty. I would also suggest that the officers should be sent to all work-sites, refugee camps and colonies which are called squatters' colonies and to other places wherever there is a concentration of refugee population so that the registration of refugees as citizens may be smooth effective and the largest number may be covered. They should be sent to the interior villages. Instead of expecting them to come and register themselves and their families, the officers should go and do this. If that is to be done, it would be necessary to extend the time right up to the end of this year. Otherwise, it cannot be done effectively. The purpose of the Bill and the extension of the time itself will be defeated. I hope that the hon. Minister will not hesitate to accept the extension of the date till the last day of this year.

Mr. Chairman: Amendments moved:

- (i) Page 1, line 9—
for "1st day" substitute "16th day"
- (ii) Page 1, line 10—
for "December, 1956" substitute
"January, 1957"

Shri U. M. Trivedi: Madam, I have got an amendment which I beg to move:

Page 1, line 9—
for "1st day" substitute "31st day".

My amendment is practically on the same lines as the amendment of Shri Sadhan Gupta. I had already spoken at the consideration stage and drawn the attention of the hon. Minister. I have now, with your permission, moved my amendment and I want that the words "31st day" be substituted for the words "1st day".

The difficulty is very obvious. I do not know what the difficulties of the hon. Minister are. We are not holding the elections in the month of December or January or even in February. We do not know whether it will be in the 1st week of March because 15th of March is *holi*. We do not know whether they will be before or after that festival. Even supposing

[Shri U. M. Trivedi]

that they are to be held before that date, the Government can very well advise the Election Commissioner to have them after the 21st of March. The date, 15th of December has no meaning and it will not serve any useful purpose; it appears to be merely a joke. Registration under the Citizenship Act has to be done. Then only, the electoral roll can be prepared. As the law stands today, the date is 1st November, 1956. That day has gone and the Ordinance also extended it till the 1st December, 1956. That was also passed, according to the hon. Minister, on the 8th of November. This measure has now come before this House. The House is trying to apply its mind to the proposition to extend it till the 15th of December.

It is only through this House and the speeches that are made here that the people get to know about the legislative business for the whole country. Even if the Ordinance is passed, who is going to read your gazettes. No one knows about it.

The main question is this. If you want to do something helpful to the displaced persons, you must be right earnest and give them enough time.

If you want to do it in right earnest, then there is great force in the suggestion made by Shri Sadhan Gupta. He said that up to 15th December this will not even become a law. Therefore, extending it up to 15th December will be just putting a thing on the statute-book which will not serve any purpose whatsoever for which it is being brought. Fifteen days here or there is not going to create any legislative difficulty for the Government, and much less for the Election Commission. If the elections are held fifteen days this way or that way, that also is not going to make heavens fall down. I would, therefore, suggest that the amendment suggested by me and by Shri Sadhan Gupta, and supported by all the Members present in this House just now, will be a good thing to be done.

Mr. Chairman: Amendment moved:

Page 1, line 9—

for "1st day" substitute "31st day".

Shri Pataskar: As I have already said, so far as the question of enabling the displaced persons to be entitled to vote and for that purpose to have their names entered on the rolls is concerned, there is absolutely no difference in the anxiety either on the part of Government or on the Opposition. So I need not go into that question, because our *bona fides* were first of all assured by the fact that so far back as the month of May we passed an amendment by which we said that they should all be registered by the 1st November. After the 1st November, as soon as we found that we could probably extend some time an Ordinance was issued and the time was extended up to 1st December. It is not a matter as to whether there is provision in the Ordinance which would enable those displaced persons, who have not got themselves entered firstly as citizens and secondly as voters, to do it. I am sure, as our sister Shrimati Renu Chakravartty said, the people are trying, as far as they can, in that direction. Of course, the problem is enormous, and I cannot guarantee that, to whatever date it may be extended, there may not be any displaced persons whose names are not on the roll. That is clearly to be seen even by the amendment itself. I am glad that in this case the amendment itself haltingly suggests that it may be the 16th or 31st, because there is no difference of opinion with respect to their names being brought on the record. The only difference is on what is administratively possible. Considering that we have to rely and be guided by the advice of the Election Commission, and the Election Commission is clearly of opinion that the utmost to which we can extend the date will be about the middle of December, that is the maximum we can do. If after that the date is extended the Election Commissioner does not think he can see that all those names are covered on

the electoral roll. I think it is much better we should rather be guided in these matters by the opinion of the Election Commissioner who has to do all these things. I think he has been holding consultations with the different parties also. From this point of view it is not a question of this Government, it is a question more of administrative convenience and the maximum we can do has been done.

Therefore, I am prepared to accept the first amendment of Shri Sadhan Gupta and not the others.

Mr. Chairman: I shall now put that amendment to the vote of the House.

The question is:

Page 1, line 9—

for "1st day" substitute "16th day".

The motion was adopted.

Mr. Chairman: I take it that the other amendments are not pressed.

The amendments were, by leave, withdrawn.

Mr. Chairman: The question is:

"That clause 2, as amended, stand part of the Bill."

The motion was adopted.

Clause 2, as amended, was added to the Bill.

Clause 3 was added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

Shri Pataskar: I beg to move:

"That the Bill, as amended, be passed".

Mr. Chairman: The question is:

"That the Bill, as amended, be passed".

The motion was adopted.

FINANCE (NO. 2) BILL AND FINANCE (NO. 3) BILL.

Mr. Chairman: We shall now take up the Finance Bill.

Shri U. M. Trivedi (Chittor): May I point out that there is no quorum in the House?

Shri A. M. Thomas (Ernakulam): When such an important Bill is being moved there must be at least quorum.

Mr. Chairman: The bell is being rung. There is quorum now. The hon. Minister may move his motion.

The Minister of Finance and Iron and Steel (Shri T. T. Krishnamachari): May I with your permission take up both the Bills, Finance Bill No. 2 and Finance Bill No. 3 together? Discussion might be had on both the Bills together and when the voting comes we can take them separately.

Mr. Chairman: Yes.

Shri T. T. Krishnamachari: I beg to move.

(1) "That the Bill to increase or modify the rates of duty on certain goods imported into India and to impose duties of excise on certain goods produced or manufactured in India and to increase the stamp duty on bills of exchange, be taken into consideration."

(2) "That the Bill further to amend the Indian Income-tax Act, 1922, for the purpose of imposing a tax on capital gains and for certain other purposes and to prescribe the rate of super-tax on companies for the financial year 1957-58 be taken into consideration."

Mr. Chairman, when I sought leave of the House to introduce the Bills on the 30th of November, I explained at considerable length the reasons for bringing forward these two measures and I do not, therefore, propose to take up the time of the House in repeating what I said that day. Even so, I think it would perhaps be worthwhile just mentioning some of the salient reasons for the step that we have taken.

As I have said in my speech that day, the resources of the Plan needs to be augmented, and it has to be the constant endeavour of Government to see that the Plan does not suffer

[Shri T. T. Krishnamachari]

merely because of the absence of resources. Added to that, a situation has developed today in the international field which calls for a great deal of caution in regard to the utilisation of our resources, and also certain positive steps in regard to the protection and the utilisation of those resources.

One of the main things that we have to consider in this connection is the conservation of foreign exchange. The third factor which made me bring forward these measures is again to see that certain tendencies that might arise, because of the fact that we are undertaking a Plan of these dimensions which necessarily arise in an expansionist economy, are kept under check. For this purpose certain measures are being taken which are in the nature of permanent measures and which will come into the statute-book and become part of the permanent taxation laws of the country. Others will probably have to be changed as time goes.

I have also indicated to the House broadly the conservative estimate that we have in regard to the additional resources that the Plan will get by means of these measures. Some of the newspapers have mentioned that the immediate benefit that we will get would be of the order of Rs. 2 crores, and therefore there is no necessity for the Government having undertaken these somewhat drastic measures. That is their view. I would like to state that the immediate augmentation to our revenue will not be negligible. It would not be Rs. 2 crores. It is likely to be more. It is perhaps Rs. 4 crores or even a little more. But the main fact which I would like to lay emphasis upon is that action is necessary because of certain circumstances that are now taking place, and that cannot be put off till May, 1957.

It is also necessary that we should impose certain conditions on companies, both in regard to the quantum of the dividend that they can declare

and the utilisation of a good part of their reserves, and they should be told well ahead, so that they can plan their dividend policy and their programme of expansion during the coming year. So, I feel that the steps that we have taken are not merely timely but also necessary.

One or two other matters have been raised and doubts have been expressed in public. The main thing is with regard to the operation of these provisions in regard to 23A Companies which compel a company to declare dividends and, at the same time, to pay taxes, and which compel the companies to deposit with Government or any agent that it might name, a certain proportion of their undistributed profits earned during the year or of their free reserves earned in the past. I would like at once to say that it will be our endeavour to see that the mechanism which will be created for the purpose of enabling the companies to expand and utilise their reserves in the direction in which Government consider it desirable not only for the progress of the country but also for the implementation of the Plan, would be such as to make it easy for them to get a quick decision from time to time. Of course, oftentimes people say that a decision, right or wrong, should be given quickly. I would certainly give that assurance on the floor of the House that I will try and see that the mechanism gives a decision fairly quickly. Of course, if the decision is not one that is palatable to them, there will be opportunities provided for a review.

One other matter which I would like to mention in this connection is this. I promised, at the time when I introduced these Bills, that I shall give some concessions in regard to the capital gains tax in respect of what one might call the middle-class people who sell one house they possess or one of two houses they possess. I have tabled an amendment in order to meet such contingencies.

If a person sells his house for which he realises Rs. 25,000, we shall not assess the capital gains earned thereon provided he is a person who does not own probably more than two houses or does not, at any rate, has a house of the value of Rs. 50,000 in the aggregate. I have tabled that amendment in pursuance of the promise that I gave to the House when I brought these Bills forward.

I do not think it is necessary for me, at the present stage, to dilate further in regard to the provisions of the Bill. I have no doubt that the hon. Members would scan the Bills and dissect them and expose the defects in them and ask for an explanation when necessary. I am also sure in my mind that the hon. Members would like to go beyond the Bills themselves and also to the general economic situation which in part happens to be the justification for my producing these measures. I do hope to be able to receive very valuable advice from such hon. Members as would intervene in the debate. So far as I am concerned, I have been promised a rich fare, and the hon. Members have asked 8½ hours to discuss this motion. I am not saying it in a light spirit, but I do feel that at the present moment, the task that we have set ourselves to is such, that any constructive advice that comes from any hon. Member from any quarter will be highly welcome and it would be treated with a great deal of respect and would be examined and utilised to the extent that it is possible for us to do. Therefore, at the present moment, I shall content myself with these preliminary remarks and I commend these two Bills for the consideration of the House.

Shrimati Renu Chakravartty: Which is the amendment that has been tabled by the hon. Minister to cover the cases about the selling of one house, etc.? Is it a new amendment?

Shri T. T. Krishnamachari: I do not think it has come. It has just now come, I think, to me. It will be available to the hon. Members.

Shrimati Renu Chakravartty: It is not circulated.

Mr. Chairman: It will be circulated to the Members.

Motions moved:

(1) "That the Bill to increase or modify the rates of duty on certain goods imported into India and to impose duties of excise on certain goods produced or manufactured in India and to increase the stamp duty on bills of exchange, be taken into consideration".

(2) "That the Bill further to amend the Indian Income-tax Act, 1922, for the purpose of imposing a tax on capital gains and for certain other purposes and to prescribe the rate of super-tax on companies for the financial year 1957-58, be taken into consideration".

MOTION RE REPORT OF GOVERNMENT INSPECTOR OF RAILWAYS ON DERAILMENT OF 319 DOWN EXPRESS.

Mr. Chairman: The House will now proceed with the motion to be moved by Shri Feroze Gandhi.

14.59 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Shri Feroze Gandhi (Pratapgarh Distt.—West cum Rae Bareilly Distt.—East): I beg to move:

"That the Report of the Government Inspector of Railways on the derailment of 319 Down Express at a girder bridge between Jangaon and Raghunathpalli stations on the 27th September, 1954, resulting in the death of 136 persons be taken into consideration."

Shri T. B. Vittal Rao (Khammam): Sir, this report by the Government Inspector of Railways comes under the Ministry of Communications. I would like to know whether both the Ministers will reply to this debate or only one Minister, that is, the Railway Minister. The report, as it is before

[Shri T. B. Vittal Rao]

us, is made by an official who is under the Ministry of Communications.

Mr. Deputy-Speaker: I will find that out. Meanwhile, the mover can go on with his speech.

15 hrs.

Shri Feroze Gandhi: Mr. Deputy-Speaker, Sir, the disaster at Jangaon-Raghunathpalli, which occurred on the 27th September 1954 was the biggest in the history of the Indian Railways. My point in raising this discussion is that the report of the Government Inspector of Railways reveals that the accident could have been averted. The accident to the 319 Down Express occurred as a result of the failure of bridge No. 393. The bridge failed as a result of 2 out of 3 of its piers having sunk due to scour at the foundations. According to the report of the Inspector, the foundation of these two piers was not deep enough to withstand the flood on the 27th September 1954. The Government Inspector also states that had the piers been founded on rock or mooram, the accident would have been averted. Now, what was the depth of the foundation of these two piers? There were three piers in the bridge Nos. 1, 2 and 3. It was No. 3 pier which did not sink or give way. The foundation was at the depth of 15.25 feet, below the bed level of the river and was resting on hard mooram. This depth in the case of piers Nos. 1 and 2 was only 6½ feet. The Government Inspector's report states that the strata below the foundation of these two piers was not hard soil. If the foundation was not rock, if it was not mooram and if it was not hard soil, then I ask, what else is there in a river?

[Mr. Deputy-Speaker, piers Nos. 1 and 2 of bridge 393 were resting on sand of 2.05 mm. grade. This is revealed in the report.]

Shri Mulchand Dube (Farrukhabad Distt.—North): When was the bridge built?

Shri Feroze Gandhi: I will come to that later. The bridge was opened to traffic in 1886; it was damaged three

times before 1907, then in 1908, 1913, 1914, 1915, 1918, 1920 and 1937. Then in 1939 the flood level touched the bottom of the girders and pier No. 3 was washed away. This pier was rebuilt in 1940, and its foundation was taken down to a depth of 15.25 feet. The other piers were left just as they were. There is not a shadow of doubt that this bridge was vulnerable. If I may say so, it was dangerously vulnerable. The railway was taken over from the Nizam in April 1950 according to the statement laid on the Table of the House by the Deputy Minister and was in charge of our engineers, and it was their duty to have checked up and tested the lines and bridges according to the rules laid down in the Indian Railway Code. By this, I mean, the rules under which a line under construction is declared as an "open line" and certain formalities are gone through before it can be opened to traffic.

I would like to say a word about the river. The river Yashwantpuram in the immediate vicinity of the bridge is 400 feet wide and the linear waterway under the bridge is 76 feet. It is obvious that there was severe constriction under the bridge. The question arises whether the design of the bridge was defective, and if so, how did the Chief Engineer certify it as fit for open-line traffic? That it was a defective piece of engineering is borne out by the findings of Shri Joglekar, Director of Central Water and Power Research Station, who was consulted by the Government Inspector. According to Shri Joglekar, the waterway at the bridge should be designed to cater for a normal maximum discharge of 20,000 cubic feet per second. I emphasize the words "normal maximum discharge". This has nothing to do with the rains on the 27th September, 1954; whether they were heavy or light, I am not concerned. The waterway required for this normal maximum discharge would be 376 feet. Against the required waterway of 376

feet, the actual waterway under the bridge was only 76 feet. I want to emphasize this point.

Commenting on the history of the bridge, the Government Inspector stated:

"Had a proper appreciation of the maximum flood discharge been made in 1940, the entire bridge might have been rebuilt and additional waterway provided."

The Inspector arrived at the following conclusion:

"I am of opinion that in 1940 the railway administration should have rebuilt the abutment and piers 1 and 2 on deeper foundations, when such a course was adopted for the construction of pier No. 3."

The design of the bridge was so palpably wrong that it passes my comprehension as to how it was allowed to go unnoticed by our railway engineers, whose duty it was to ensure the safety of the permanent way and the structures on the permanent way. The railway administration has thrown the responsibility for the accident on the shoulders of those who built the bridge in 1940, I would like to ask the questions: Supposing the Jamna bridge collapses tomorrow...

The Deputy Minister of Railways and Transport (Shri Alagesan): God forbid.

Shri Feroze Gandhi: You had better be careful, but only a few months ago, it might have; supposing the bridge collapses tomorrow, whom are we going to blame? On whom are we going to fix the responsibility? Shall we dig up the man from the grave who built it, probably 70 or 80 years ago...?

Mr. Deputy-Speaker: Who predicts it?

Shri Feroze Gandhi: I was only giving this illustration that we cannot blame those who built these bridges. The Railway Board has taken up the

responsibility for the thorough upkeep and efficiency of these bridges, and therefore to say that somebody built it in 1940 and another person built it in 1920 would not be good or correct.

My next point is this: Was the history of this bridge and the fact that it was a vulnerable site known to the railway engineers and I would like the Railway Administration to speak for itself. During the evidence before the Government Inspector of Railways, the permanent-way gangman stated that he was aware of the fact that the bridge had once collapsed and the river was susceptible to sudden and severe flood. Next comes the permanent way Inspector. He stated that he considered the bridge as a vulnerable point requiring special watch. Next comes the Divisional Engineer Shri R. Butt. The Divisional Engineer had made a remark in the bridge register in March 1952 that the bridge required to be watched. Later, he explained away this remark by saying that I verbally told my assistant engineer; what I meant by this was an ordinary inspection that goes on. The Divisional Engineer Shri Aibara in 1940 had recommended additional spans of 20 feet each and raising of the bridge girders. Another engineer, Shri Allem had recommended an additional span, I think, of 40 feet and raising the girders by 4 feet. It was not done because the Chief Engineer rejected their advice. I would like the House to pay attention to what two of the highest officers in the railway have to say. I am reading from the evidence. The Deputy Chief Engineer who held charge of the south zone inspected this section in 1953 when he also examined the bridge inspection register; but, the pages concerning this bridge escaped his attention. He is the second highest officer on the Central Railway.

3.10 P. M.

[MR. SPEAKER in the Chair] ..

Before I deal with the responsibility of the Chief Engineer, I would like to read out para. 103 from the Indian

[Shri Feroze Gandhi]

Railway Code. The edition is 1952 and as far as I am aware, no later edition has been brought out. This is the responsibility of the Chief Engineer:

"He is the administrative and professional head of his department, for the efficient and economical working of which he is responsible. It is his duty to see that adequate and detailed rules exist or are prescribed in departmental manuals for the efficient maintenance and renewal of all open line structural works and that the permanent way, the bridges, the signals and other structures of the railway are actually maintained at the standard required to satisfy the Government Inspector of Railways. At the close of every year, the Chief Engineer is required to append a certificate to the annual report of the railway that the permanent way and other structural works on the railway had been maintained efficiently."

This is the responsibility of the Chief Engineer. What did he say before the Government Inspector? The Chief Engineer was not aware of the history of this bridge and consequently the question of prescribing the safety limit for the flood level of this bridge was not considered by him. Amongst the Deputy Chief Engineer and the Chief Engineer, one says that during the inspection the pages escaped his attention. The other says that the history of the bridge was not known to him. May I ask, how the Chief was ensuring the efficiency of this bridge without knowing its history? For 4½ years this railway was in our possession. It was taken over in April, 1950. The evidence of the Chief Engineer is something like saying that the history of the most dangerous criminal was unknown to the Police Commissioner.

On the face of this report, it would appear that the main cause for this disaster was the smugness and complacency of highly placed engineers whose responsibility was to ensure the

safety of the permanent way. I will read from the Way and Works Manual of the Indian Railways. Para. 1101 dealing with behaviour of rivers says:

"The Divisional/District Engineer and Assistant Engineer should acquaint themselves with the past history of every important bridge and its protection works and the behaviour of the river, in order to ensure its safe condition."

This is laid down under the rules. The only two engineers to whom the history of the bridge was not known happened to be the Chief Engineer and the Deputy Chief Engineer. The main cause for this disaster is, I repeat, the smugness and complacency of highly placed officials. It was their responsibility to see that the permanent way is safely maintained and also efficiently maintained.

I would like to say a word about the Railway Board. It is the supreme executive of the Indian Railways. I would like to read out from the Chief Inspector of Railways Report about the Railway Board and their powers:

"The Railway Board still continue to exercise the powers of the Central Government under the Indian Railways Act and after considering the Government Inspector of Railways' recommendations, accord sanction to work bearing on the safety of the travelling public such as opening of new lines for the carriage of passengers, use of new locomotives, rolling stock...." etc.

They are the supreme authority and they too must share the responsibility. They cannot escape their share of responsibility in so far as the Board failed to ask the Chief Inspector of Railways to test the bridges at the time of taking over from the Nizam in April, 1950. If the Railway Board relied on the safety of bridges as they existed on the Nizam's railway, then they must bear their share of the responsibility for the first biggest disaster in the history of the Indian Railways.

I want to say something about what my hon. friend, Mr. Anthony, said the other day. Everybody tries to thrust the responsibility on the smallest; whenever you cannot blame anyone, you get hold of the *ohaprasi*. Mr. Anthony threw the responsibility the other day on class IV staff and referred to the indiscipline among them. I would like to read out the duties of the patrolmen. Even the Chief Inspector of Railways came to the conclusion that this was not humanly possible to perform. The recommendation of the Chief Inspector of Railways was that the beats of patrolmen or the number of their rounds containing as much as 18 miles walk per night should be reduced. Remember, it is 18 miles walk in rain and storm; whether he has worked in the day time or not, he should go. What would the man be paid for it? The rule which was in force on the 27th September, 1954, was that "the Muccadam and the gangman, who attend to such patrolling work shall be paid extra wages at the rate of 4 annas and 2 annas and 8 pies respectively per night". 4 annas to the Muccadam and 2 annas and 8 pies to the gangman were the rates for patrolling. These were the rules enforced at that time. Why were these rules enforced, I ask. It was because the Chief Engineer could not enforce the Way and Works Manual of the Indian Railways. This is what the Chief Engineer said. The Chief Engineer, Shri N. M. Thadani, said that the Ways and Works Manual issued by the Railway Board in April this year, i.e. 9 months ago, had not yet been fully implemented. With a view to implement the Manual fully, the individual chapters were being examined by the deputies in the meantime.

I would like to read out how a patrolman patrols. This is very important and it is laid down in the Way and Works Manual of the Indian Railways.

"Para. 1712. Patrolman on each permanent way inspector's section should be consecutively from one

section to the other. Each patrolman and watchman shall be provided with the following equipment which he has to carry: One staff, one tin containing 12 detonators, one tricolour hand signal lamp, one hurricane lamp, one set of hand signal flags, patrol book and one extra tin."

Only Goddess Durga can do this.

I do not want to take more of the time of the House. I can do no better than repeat what the Prime Minister said the other day, that explanations will be given and excuses found, but no excuse is good enough.

Mr. Speaker: Motion moved: *Continued.*
"That the Report of the Government Inspector of Railways on the derailment of 319 Down Express at a girder bridge between Jangao and Raghunathapalli Stations on the 27th September, 1954, resulting in the death of 136 persons, be taken into consideration."

Shri Nambiar (Mayuram): Mr. Speaker, it is with a sorrowful heart that I have to approach the issue. After the able speech made by Shri Feroze Gandhi, difficulty is less for us. But, I would say that after the accident of 27th November, 1954, which we are discussing now, we have had two further accidents, one in September, 1956 and the latest one on 23rd November, 1956.

Shri Feroze Gandhi: May I interrupt and ask whether I will have a right to reply to the Minister? That is why I have finished quickly.

Mr. Speaker: I shall consider the request.

Shri Nambiar: After the submission of this report by the Inspector in December, 1954, two years have passed and nothing has been done to improve the permanent way and the duties of the Engineering department. This is obviously clear. Otherwise, the Mehboobnagar accident and the latest Ariyalur accident would not have happened. Shri Feroze Gandhi has explained clearly what are the duties of the Engineering department from top

[Shri Nambiar]

to bottom. If these things were not enough to safeguard the railway line, they should have put more men on the line and they should have improved the vigilance and then they could have averted this tragedy. It is very clear that they have not done it.

Coming to the report of the Inspector, he holds nobody responsible primarily. This is his report. He says that the accident might have been averted if the P.W. gang had gone out on patrol duty—I am quoting—‘but I do not consider that it could have been averted by the patrolman according to the timings prescribed for him.’ If what he submitted was correct and if it was properly understood by the Railway Board, the Railway Board would have improved the vigilance. They should have ordered the District Engineer to be on the line when there is heavy rain. They should have asked the Engineering department to appoint more patrolmen. In the case of the latest Ariyalur accident, from the statement that the hon. Minister made in this House, it was clear that only one patrolman was on duty between Ariyalur and Kallagam on one side and another patrolman on the other side. For 10 miles these two men were walking and two trips a night. They were making 20 miles of walking. If the report of the previous Jangaon accident had been looked into, the same patrolling method would not have been there in Ariyalur and the Ariyalur tragedy could have been averted.

Not only that. In Ariyalur, the Tehsildar of the locality gave information on the previous day that tanks were breaching and therefore vigilance should be improved on the railway line. In spite of that, the P.W. Inspector or the Sub-Inspector did not care to trolley their section and find out the trouble. It was exactly three miles from the headquarters of the P.W. Inspector and the Sub-Inspector that the accident took place, when the P.W. Inspector and the Sub-Inspector

were safely sleeping at home. They never cared that there was rain all the three days. They never cared to go on the line.

Shri Alagesan: Are we discussing the Hyderabad accident or.

Mr. Speaker: We are discussing the Mehboobnagar accident.

Shri Nambiar: We are discussing the Jangaon accident that occurred two years ago. The Jangaon report is now before the House for discussion.

Mr. Speaker: Not Ariyalur.

Shri Nambiar: Why I am submitting about Ariyalur accident here is, if, from the facts made available in this report in December, 1954, the Railway Board and the Engineers had realised their responsibilities and corrected the mistake, this Ariyalur or the Mehboobnagar accident would not have happened.

Not only that. These officers neglected their duty. Train accident occurred. After the accident, they never learnt a lesson, they never corrected themselves. Not only that, they erect an iron curtain around them and they never allow others to understand things. They never allow, or reluctantly agree to have a judicial enquiry. In the Mehboobnagar case, a judicial enquiry was not allowed. They said that Inspector's report will be pursued by a judicial person. Here also in Ariyalur, they reluctantly allowed it. We are not sure whether the judicial enquiry is going to be an open enquiry or a secret enquiry as it was done in Kalka. Here, the responsibility of the Board is such that they would not allow even the public to know the matter. If the public had an opportunity to know that this was the situation in which the Jangaon accident happened, the public would have pressed on the Railway Board and the Government and the Railway Ministry to improve the situation and these two tragedies could have been averted. That is exactly why I submit that the Railway Board is to be primarily held responsible. The Railway Board must

[Shri Nambiar]
be held responsible. The Chief Engineer and the Deputy Chief Engineer must be held responsible. Not only that. The Inspectorate on the spot should have taken care to avoid such a situation.

About Class IV people, Shri Feroze Gandhi has explained. I have no brief for Class IV staff even if they neglect their duty. Here, from the evidence and from the facts marshalled by the Inspector, you cannot fix the responsibility on Class IV staff because he says that even the patrolman could not have avoided it. Therefore, if you do not exactly find out the culprit, if you don't find out the real cause of the accident and if you run after a shadow, after the most under-dog, if you hunt after the shadow, you won't get the real person and you won't correct the mistake. Thereby you will allow more accidents to occur and more people will die. That is the difficulty. It is not a question of defending the interests of Class IV staff. It is a question of finding out the exact person who is responsible. That is why I submit that in the case of Jangaon as well as in the case of Ariyalur, where I know personally, it is the persons who are higher up who are responsible, from the facts, not at my command, on my own initiative, but from the facts submitted by the hon. Minister in this very House. Therefore I submit that they must be hauled up...

Shri Frank Anthony (Nominated—Anglo-Indians): Hanged.

Shri Nambiar: If they are to be hanged, they must be hanged; there is no question. One hundred and fifty one lives in Ariyalur, is no joke. Men, women and children: their dead bodies you did not see. None of the Members here did see. I saw. It is a pathetic sight. Nobody with a human heart will be satisfied unless the men who are responsible for this are hanged literally. Why should Shri Frank Anthony hold a brief for these people, I do not understand. It is,—I may be excused—for the reason that he is a member here that is feeling so; I do

not know. I do not care for such posts or power. Such people must be hanged. I know the men who lost their wives and children refused to go away from the spot. When the doctors came and said, you must go away, they said, no, what about our wives and children, we can't go. I know mothers weeping like that. When that is the case, the persons who are responsible in the Jangaon accident, in the Mehboobnagar accident and the Ariyalur accident must be hauled up. We want to have an open enquiry. We want to be associated with the judicial enquiry. Members of Parliament or whoever it may be, non-officials. We want to see the truth. We want that such accidents should not recur in our country. That is all. We are not after anybody's blood. But, if blood is required, if certain men are to be hanged, they must be hanged, they must be hanged.

Shri Frank Anthony: Mr. Speaker, I waited deliberately for intervening in this debate for the hon. Communist Member to deliver himself of his speech which I expected would savour more of abuse than of sense. I do not wish to reply to the unbecoming and quite gratuitous remark that my friend, in his tirade, also directed against me. He said I hold a brief on behalf of some particular class of railwaymen. Let me say with all humility to my learned friend that he will require to traverse numerous incarnations before he learns even remotely what I have forgotten about the subordinate railwaymen, that he will require even more numerous incarnations before he attempts to challenge to represent on behalf of the subordinate railwaymen what it has been my privilege to do in the last twenty years.

What my friend has sought to do—and I expected he would seek to do it—is to use this occasion to only to beat one particular class of railway workers. I believe that I am able to bring to bear, for many reasons, an approach that it is impossible for my friend Shri Nambiar to attempt to bring to bear on these problems.

[Shri Frank Anthony]

There is always a danger of interpreting a report like this from a particular angle, of trying to press into service material in order to argue a particular point of view, and there is always this danger, because it is not a danger, it is a habit of speech with my friend Shri Nambiar of indulging in facile, unwarranted generalisations and attempting to arrive at conclusions which are not based on facts. We deplore this kind of thing, but it is never a justification for being overborne completely, for completely losing one's sense of balance or perspective. It is very easy for us after an accident of this kind to become smug, to be wise after the event, to attempt to see things, as the Americans would say, from a hind sight.

A large part of this report deals with technical matters. I will not presume, as my friend Shri Nambiar apparently has presumed, to be a technical expert and to conclude that the only conclusion or the only result at which we must arrive is to hang the Chief Engineer and the Deputy Chief Engineer. The Inspector has set out the history of this bridge. He has also said that the file of the Chief Engineer dealing specifically with this particular bridge has been unfortunately lost. That file would have told us precisely the technical and other considerations which went into the particular remedial measures which were adopted in 1940. Probably my friend Shri Feroze Gandhi has some technical knowledge, but I do not wish to rush in where perhaps technical experts and engineers would be afraid to tread.

The conclusion that has been arrived at—I want to deal with this in an objective and fairly judicial manner—by the Inspector is this, that in 1940 the railway administration should have rebuilt the abutments and pier Nos. 1 and 2 on deeper foundations. He has dealt with the different categories of staff. My friend Shri Feroze Gandhi has said that obviously the Chief Engineer and the Deputy Chief

Engineer must be held culpable. If that is the correct view, then I would be the first to say that they should be indicted and punished to the maximum extent. The Inspector has not given us the benefit of his views in this connection. Certainly the Chief Engineer was culpable to this extent that he apparently was not aware of the history of this bridge. The Deputy Chief Engineer also tells us that even when he looked at the Inspection Register, the part referring to this particular bridge was overlooked by him. To that extent they are certainly culpable. I am sorry there was no judicial enquiry in this matter, because a Judge aided by experts would have been able to conclude, not in the unbalanced way that my friend Shri Nambiar has concluded; he would have been able to conclude as to what is the culpability with regard to the crux of this matter on the part of the Chief Engineer. I am not holding a brief him, and say this, that there is not a tendency, there is a complex, in the railway administration; it is almost a tradition for them to cover up for their Class I officers. Much more often, and I believe with much greater capacity, I have indicted the railway administration, more often than Shri Nambiar could have ever done, for having this particular complex of covering up their Class I officers. There is this tradition for shoving the responsibility from Class I to others, and I say if we can fix the responsibility on the Chief Engineer and the Deputy Chief Engineer, they should be sacked, because the higher the responsibility the higher should be the measure of punishment with which they must be visited, but let us arrive at these conclusions objectively.

Shri Feroze Gandhi: Fixing of responsibility is only possible if this report is handed over to a judicial officer. An engineer cannot do that.

Shri Frank Anthony: Precisely. It is only a person who approaches this judiciously, analyses precisely what is the nature of the duties of the Chief Engineer, what is the nature of the

duties of the Deputy Chief Engineer, that can come to conclusions. Assuming that the Chief Engineer was to blame for not acquainting himself with the history of this bridge, assuming that the Deputy Chief Engineer was to blame, will a judicial body say that their duties are such that they must have concluded, if they were reasonable persons, that this bridge was vulnerable? If that is the judicial finding after assessing their duties, after assessing the facts, I say the least punishment that should be meted out to the Chief Engineer and the Deputy Chief Engineer is that they should be sacked. But the point is this. You have to refer it to a body that will assess the matter objectively, that will assess it accurately in the context of all the facts. I am not in a position to say that the Chief Engineer or the Deputy Chief Engineer were bound to know, if they had taken the trouble to acquaint themselves with the facts, that this bridge was dangerous. If they were, then I say the maximum punishment must be visited on them.

I regret that while we have underlined the responsibility of the Class I officers—I do not regret the underlying of their responsibility—the speeches so far tend to apologise for the responsibility of the Class IV. I do not apologise for any category of staff. I say here that we must definitely resist this tendency in the railway administration to cover up for its Class I officers. I know that there are many Class I officers who are not only lazy, not only incompetent; but they are emasculated not only physically but mentally. Get at them, punish them. But I would say this also, that as a class today—and I say it categorically—this general tendency to lack of responsibility is more pronounced among the Class IV staff, and we will be doing not only a disservice to the railway administration, we are doing an injury when we apologise in that way. I am not holding a brief, as my friend says without understanding

what he was talking about, for this class or that.

Shrimati Renu Chakravarty (Basirhat): As if he has all the wisdom?

Shri Frank Anthony: In these matters I presume to be much wiser than my friend Shri Nambiar.

Shri Nambiar: You are. Let the House take a decision.

Shri Frank Anthony: If you hold the Chief Engineer and the Deputy Chief Engineer responsible, sack them. Here the Inspector—unless you believe that his report was deliberately biased—has not come to that conclusion with regard to the Chief Engineer and the Deputy Chief Engineer. He has only come to the conclusion as to the fault that was committed in 1940. What I feel is to some extent condemnable is this, that we should close our eyes to this. Here is the conclusion:

“I am of opinion that the accident might have been averted if the P.W.D. gang had gone out on patrolling duty.”

Here I feel that Shri Gandhi has misconceived the issue.

Shri Feroze Gandhi: No, Sir.

Shri Frank Anthony: I may be at one with him if he says that the patrolman gets only two annas, give him two rupees or four rupees a night, but the point is that the Inspector has arrived at the conclusion that this accident might have been averted if the Mukaddam and the gangmen had done their duty. That is a specific conclusion. Let us not blink at these facts as my hon. friends do, whose business is to blink at these facts.

Shri Nambiar: Why do you read only half the sentence? Why do you not read the full sentence?

Shri Frank Anthony: He says further:

“...but I do not consider that it could have been averted by Patrolman...”

My hon. friend does not even bother to analyse it.

Shri Nambiar: You read further.

Shri Frank Anthony: It is not a matter for laughing. My hon. friend has not understood it.

Shri Nambiar: The inspector has said that the patrolman could not have averted it.

Shri Frank Anthony: I can only feel sorry for my hon. friend's incapacity to understand it.

Shri Feroze Gandhi: Would you allow me to clarify it?

Shri Frank Anthony: I shall clarify it. After all, I have a certain legal training.

Mr. Speaker: The report is before all hon. Members.

Shri Frank Anthony: Yes, the report is before all hon. Members.

Now, what are the conclusions of the inspector with regard to patrolling? He starts at page 14 with the statement that special patrolmen were appointed. Then, he concludes at page 15 by saying that there were three special patrolmen, and each man had a beat of 2½ miles. You may say that the duties were excessive; each man had to cover his beat of 2½ miles three times after a rest of two hours. And what is the conclusion of the inspector? His conclusion is that everyone of them had lied, and that not one of these patrolmen was on duty, not one of the three special patrolmen was on duty.

Shri Feroze Gandhi: That is wrong.

Shri Frank Anthony: Here is the conclusion at page 15.

Shri Feroze Gandhi: I have got here the Minister's answer to my question.

Shri Frank Anthony: I am dealing with the report.

Mr. Speaker: The hon. Member may kindly note down the points.

Shri Feroze Gandhi: Are you going to give me a chance?

Mr. Speaker: If I cannot allow a chance later, I would not allow a chance now.

Shri Frank Anthony: Here is his conclusion. As I said, let us not blink at facts. Let us place the responsibility on everyone's shoulders. Here is the conclusion at page 15:

"In view of the observations in sub-para. (b) and (c), I am of the opinion that up to the time at which the accident took place, patrolling of the section between Jangaon and Raghunathpalli stations was not being done on 27th September 1954 in accordance with Circular No. 201...."

Actually, this number is a misprint. It should be circular No. 202, because that circular says:

"The Permanent Way Inspector should point out to each patrolman all portions of the road on his beat needing special notice and the Permanent Way Inspector should remind Muccadams to direct the inspection of the patrolman in a similar manner."

There were three special patrolmen appointed. And his conclusion is that they had all lied. The drivers had given their evidence that there were no patrolmen there; not one of these three patrolmen was on duty. That is one conclusion to which he arrives.

In addition to the special patrolmen, there were the gang muccadams. Here comes the other rule, namely subsidiary rule 213 which reads:

"Gang Muccadams should, if necessary, arrange for the patrolling of their sections if at any time in the fair season heavy rain occurs..."

Here, again, the muccadam has lied. Everyone has said that the rain was not only excessive, but it was excessively heavy. But the gang muccadam had not taken the trouble, as he was bound, to do patrolling. That is another point, apart from the fact that

there was no patrolling whatsoever either by the special patrolmen who had been appointed or by the *muccadam* and his gangmen. There was no patrolling done whatsoever, and that is why he has come to the conclusion:

"I am of the opinion that the accident might have been averted if the P.W. Gang had gone out on patrolling duty.".....

That is precisely what I have said. I said that in this House the other day, and I said that without even having looked at this report. I was talking on principle. If, in the final analysis, a bridge collapses, or a track subsides, who can prevent it? In the first instance, if you say that the Chief Engineer could have pinpointed it, he could be held responsible. But immediately, who is responsible? Who inspects the track? My hon. friend referred to the South Indian thing. There you have two gangmen to one mile. They are the men on the spot. If, instead of patrolling at night, as they are bound to patrol, they are sleeping at home, it is not the business of the P.W.D. to inspect. He has a hundred-mile-beat on the Southern Railway. It is for your two gangmen who have one mile between them to inspect every inch every day and all night, if necessary.

Here, there should have been there the three patrolmen. There should have been there the *muccadam* and his gangmen. But not one of them was on duty. That is why he has said that if they had patrolled, this accident might have been averted. That is his conclusion.

He places this guilt objectively, he fixes it on the lack of patrolling. It is not the P.W.D. or the Assistant Engineer who is supposed to patrol. As I said, let us look at these things fairly. I do not defer to anyone in my condemnation of class I officers, when it is necessary, or even of class II officers. But why do you cover up for these people who today are destroying our railways by their indiscipline and their growing sense of indiscipline? You are covering up for it. You mis-

interpret the conclusions arrived at. The only conclusion of guilt here is the conclusion of guilt against the lack of patrolling by the patrolmen. My hon. friend has only referred to one patrolman not being responsible. But the fact is that there should have been there on duty three patrolmen; then, there should have been the *muccadam* and his gangmen.

There is one other matter to which I wish to refer. I am not satisfied that the speed of the train had nothing to do with this accident. I do not say that it was the primary cause or the secondary cause. But this is a matter which must receive the attention of the Railway Administration. The inspector has concluded that this particular train was travelling at about 53 miles per hour. Now, the track is notoriously bad on these former State Railways and also on the Southern Railway. And it is my humble opinion as a layman that in many parts the track cannot carry these 'WP' engines travelling at above 50 miles per hour. In this particular case, he says that it was the usual speed, and it was travelling at about 53 miles per hour.

Dr. Jaisoorya (Medak): I have just heard Shri Frank Anthony, the counsel for the defence, but I have not been impressed. The reason is this. We are here today to enquire into the technical and other causes that led to the heavy losses of life, through accidents on railways. If it were one single accident, however bad it may be, it would not have caused us to think so much, but every accident where a loss of even one man's life is involved must be considered fully. We have had three such major accidents, the Jangaon accident, the Mahboobnagar accident and the Ariyalur accident.

I want you to consider the extraordinary similarity or identity of the pattern in these three accidents. In the Jangaon accident, the bridge gave way owing to heavy rains, and the train got derailed. It was absolutely the same pattern two years later at Mahboobnagar; there were heavy rains, the

[Dr. Jaisooriya]

bridge gave way and the train got derailed. So far as the Ariyalur accident is concerned, I have not seen the site, but the picture that I have been given is identical. So, if some gentleman in the Upper House gets up and says that these accidents are Acts of God, I would only say, very well, let them be accidents of God or Acts of God, but under very suspicious circumstances. It is not like that.

I am given to understand that even in totalitarian countries, they have got what they call self-criticism. Now, it will be a very salutary thing for Government's in democracies also to have a certain amount of self-criticism and not advocacy by Shri Frank Anthony, of this type. Now, let us find out what has happened. Why did it happen that there were three major disasters in the history of our railways, within a period of two and a half years. It is not a question of trying to hang somebody, but it is our duty to find out why there were three such major disasters. To my misfortune, I happen to know something about the railways. I have taken some interest in them. We have to find out whether it was due to material defect, or due to the human factor of error or gross negligence. We have to assess these things, so that in the future, we shall not be witnesses to or be guilty of such disastrous accidents. We have got only one thing to go upon, and that is the report of the Government Inspector, and I am grateful to Shri Alagesan who had the courtesy to send me a copy, because it was not available anywhere else. Imagine that on such a serious thing as this, where a report of this type should be in the hands of every Member who is interested, we find that copies are not available; a few copies have only now been placed in the Library. That is not the way.

Shri Sinhasan Singh (Gorakhpur Distt—South): That is another accident.

Dr. Jaisooriya: I am not very happy over the ambiguity of this report.

My hon. friend, Shri Anthony, the counsel for defence, is relying 100 per cent. on this. But I am given to understand by Shri T. B. Vittal Rao, an hon. Member who never makes a statement without facts, that this inspector is one of the juniormost in this category. Is that correct?

Shri T. B. Vittal Rao: Quite correct.

Dr. Jaisooriya: After I read this, I was rather surprised, because, again to my misfortune, I happen to know the problems of the Secunderabad Division of the Central Railway better than the hon. gentleman who has made this Report, better also than some gentleman on the Central Railway and, certainly, better than the gentlemen in this Ministry or the Railway Board. I am coming to that, because I am going to hit out.

Let us look at this. On 27th September 1954, the 319 Down Express left Secunderabad. In this Report, it is not even mentioned as to when did this 319 Down leave Secunderabad station. Imagine an inspector not taking it down, because it has much to do with the assessment of speed. I took the trouble to find out when this 319 Down left on 27th September 1954. It was held up 35 minutes. According to the report of Armstrong, who was a driver, one of the seniormost drivers, a very experienced driver, a man who knew former rules very well—I am coming to that now—he was crossing the bridge at 40 miles an hour. Surana says that the average estimated speed was 53 miles an hour. If you look at the estimated time when it crossed the bridge, it was 22:50 hours. In other words, the train was speeding. And what was the reason for that? To our misfortune, on that day, Loco Inspector Green was testing time punctuality and running time.

Now, this has a very important bearing of which these hon. gentlemen knew nothing, which Shri Anthony, the counsel for defence, also knew nothing about. It is this. There is such a thing known as Llyod Jones' Rule. I would like to ask the hon. Member or

the members of the Railway Board whether they know anything about the Lloyd Jones' Rule, a standing rule, and why was it made? Lloyd Jones' Rule laid down that when there is heavy rain for more than 24 hours, it is the duty of the engine driver to enquire from the nearest station where bridges are in danger, as to the state of the bridges. Secondly, he has to stop when there is persistent rain and personally inspected the bridge, what the level of the water is and so on. Thirdly, he has to go over that bridge at not more than 5 miles an hour. This is known as the Lloyd Jones' Standing Rule and this is the rule that has prevented major accidents upto now on our line, on the ex-Nizam State Railway line. Although, as Shri Feroze Gandhi has clearly pointed out, that bridge has been damaged several times and our line has been washed away, also several times, we never had such terrible and catastrophic disasters which are a disgrace to our country as these. These two major accidents have taken place there, on the ex-Nizam's lines.

Now here was a senior engine driver who knew the Lloyd Jones' Rule and the fact that it was gradient downward, one in 200. I know that area better than the gentlemen sitting here. I know the track inch by inch. That was a vulnerable bridge. My hon. friend, the counsel for defence, does not know that. The Ministry also does not know that. Before 1946, there was a liaison between the Railway and the district officers of the Governments of the States through which these lines went. The liaison rules laid down that in the event of heavy rains, where there were tanks, the village headmen had to report to the Tahsildar that the tanks were filling and water was rising to the surface and overflowing. Again, the Tahsildar informs the police officials. The police officials used to send word to the nearest railway station to the effect, "Take care. These tanks are filling and overflowing. There is danger of bursting".

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Now, I want to ask the hon. Minister and the Railway Board whether that liaison is still there. I say it is not there. Why? At least when the previous government was there, they had overall control in such matters, but our present States are each of them independent. Even our wonderful Health Minister cannot get facts. Every time I ask a question, she replies: "What am I to do? The States do not give me facts".

Now, this is the main cause, not what my hon. friend, Shri Antony, the counsel for defence, has stated. If we want to prevent such accidents in future, we will have to re-introduce the system of liaison. The Tahsildar must be made responsible for passing on the information. The railway authorities must be informed in time about these things.

About bursting of tanks, we who come from Telangana know far better than the gentlemen sitting in Delhi, that there is always danger of tanks bursting. In spite of the wise and learned statements made in the Report—I can manufacture any number of statements like this—the fact remains that in 1939, three tanks burst and damaged the bridge.

If you look into the evidence, I do not know what to say about this junior officer. I feel ashamed to read that Report; there is conflicting evidence. I do not want to repeat it. Even at 21.00 hours, the last driver who passed over the bridge gave evidence which was hardly worth anything. He could see the buttresses. And then what happened? The tanks burst.

Remember that when rivers rise higher up, flood is imminent. They wire down. To Bezvada from above, they say: "Take care. The river is rising". Now here in the evidence, one man says: "I hardly saw a trickle". Then one Ramadu—some fellow—says that it was two feet under the bridge. My calculation shows that the bridge is 13' 6" above the river bed. In the evidence, Armstrong makes no reference as to what the level was.

[Dr. Jaisooraya]

This is surprising, the way questions are put and answered.

There is one Capt. D'Souza. Of all the survivors, only Capt. D'Souza gave evidence. There was Mr. M. R. Krishna, Member of Parliament, in the same train. Why was he not called? Why was not evidence taken from him?

Again, I cannot understand the doings of this junior officer, on whom my hon. friend places much reliance and importance. He never even enquired as to what were the total number of tickets sold. He should have certified the total number of tickets sold. I will explain why it is important. In the recent Mehboobnagar accident, I had one advantage which I did not have last time. I got all the factual figures of the number of tickets sold from Secunderabad up to Jadcherla. By that time, the authorities woke up and kept the number of tickets sold at Jadcherla a closely guarded secret. But, when the official figures of the deaths at Mehboobnagar came in the next debate, if and when it takes place, and if I happen to be in this House, I shall challenge those figures based on the number of tickets sold from the various booking offices and show that they are far in excess of the official figures.

16 hrs.

An hon. Member: They always are.

Dr. Jaisooraya: I am giving facts as they stand. I am not here to indict anybody but I am certainly here to indict this youngster who has written this report as not helping in assessing exactly how we are going to prevent further accidents. This report came out on the 17th December, 1954 and all this time the Railway Board has had time to study it. But what did they do? May I tell you one thing? I am saying it with a broken heart, because I know facts which my hon. friend the Defence Council cannot controvert, that inspection tours have taken place—several tours.

Mr. Speaker: The remarks lose their value; here and there humour is permitted.

Dr. Jaisooraya: I have never heard such a speech as my hon. friend's. It is a *volte face*. I am coming to that.

Here we are dealing with facts. Inspections have taken place. The history of that bridge has disappeared. The Chief Engineer Mr. Thadani gives evidence and says that he did not know anything about it. Yet he quotes also from the Works and Ways Manual. Funny! If he had done that he should also have known that it was his bounden duty to have found out everything about it. In 1939 Mr. Aibara had drawn attention to this and nothing was done. Because repairs took place in 1940, they relied upon it as eternal. Their duty, as laid down, is that every year an inspection has to take place. Accidents can happen; there can always be the human factor and error of judgement. But when that accident took place they should have waked up to the fact that they should examine every bridge on the ex-N.S. Railway. Then, the 2nd and 3rd disaster could not have happened. I lay the blame at the door of the Ministry and the Railway Board that they have never thought in terms of this because they are sitting on Mount Parnassus thinking themselves to be wonderful, knowing everything, omniscient. I lay the blame on them and I hold them morally and legally responsible for that. If they are not capable let them go out; I will put better men in their place. They have the impertinence to suggest that the Railway Board is an autonomous body and that even the Minister cannot interfere with it. I would throw them out if I were the Minister and I would say, 'get out, I will put new men there'.

An Hon. Member: Unfortunately, you are not.

Dr. Jaisooraya: My friend, Shri Anthony said, 'Quite right'.

Mr. Speaker: There are other hon. Members who are anxious to speak.

Dr. Jaisooraya: Sir, this is my last point. The man should have gone and seen whether the river is rising. Some

Mallayya Gadu or Ramudu says that he saw the river rising. He reported it and he was made to retract it. So, nobody saw the river rising. I am sorry. Do you know the terrific impact of that? It is a small, miserable little bridge and the hon. Minister says, 'I am surprised how such a terrific thing can happen on such a small bridge'. If anybody knows anything of the geography and topography, he will realise that these very things are dangerous when the tanks burst and the rubble comes down like a battering ram. Here is a big argument—it was not over-flowing. The fact is that the piers had been washed away and the bridge was left hanging. Here we have got some engineers talking tomfoolery. The fact is that 3 times within 2 years identical accidents took place. If you can console yourself that this is an act of God, but under very suspicious circumstances, I have nothing to say.

The South German railways were once notorious for accidents and there was a cartoon that came out. A man wanted to commit suicide and he was lying on the railway track and Death said to him, 'if you want to make sure of dying, get into the train'.

It is a very sad thing. I do not want to indict anybody. But, instead of the hon. Minister getting up and taking up cudgels to defend the indefensible, he should himself practice criticism. They are not going to improve anything: we are there to help him. He is not even trying to be helpful. I have no use for smug complacency and no use for swelled heads who think that they know everything in the world. I am prepared to help. I know something of the railways. You can have it free of cost. But, if another similar accident, should occur then, I shall ask for death sentence, even on the Minister.

Shri Heda (Nizamabad): Mr. Speaker, Sir, Dr. Jaisooraya has already dealt with some aspects of the topography of this area. I think I should deal with it further so that one im-

portant point may be clear to the House.

In Telengana, as you know, there are small tanks interspersed everywhere. Practically, every village has got some tank or other. This river Yaswantpuram seems to be a small river 9 miles away from that bridge. But, in between these 9 miles, this has to fill two tanks, Mysamma Cheruvu and Yerragunta tanks. The capacity of the first tank is 8 million cft. and the capacity of the second tank is 5 million cft. In the report it is stated that there is a small stream which originates from another tank and joins this stream above the bridge. In fact, the report is not very clear. The stream is not a small one. That stream falls into the Yena Cheruvu tank whose capacity is 30 million cft. Again, this very same stream has got two tanks above whose waters also join and fall into this tank. There is another tank yet by the name of Chennagunta, whose capacity is 1½ million cft. All these tanks were filled. The rains there start by the middle of June and continue up to the end of July. The tanks are generally full. This was the month of September and that year the rains were very heavy. So, it is not only the actual rain water that comes to the bridge. We have also to take into account that it is just possible that these tanks may breach and in that case the whole water might come down. This is what happened here. The bank of the Yena Cheruvu breached and the whole waters of the tank, 30 million cft. were drained only in 8 hours. One can imagine how much water would have been arriving at the bridge.

There is another thing, and this is a very strange thing. Generally, bridges are constructed when the course of the river is straight. Bridges are not constructed where there is a turn in the river. But, this particular bridge was constructed—I do not know why—where the river had taken a turn at 60 degrees.

[Shri Heda]

The new bridge that has now been constructed, after this accident, has been constructed at a different place. So, when a river does not flow straight, naturally all the waters which come in the tank, not only the rain water, will be dashing against the piers of the bridge, and that is why it is no wonder that those two piers, which had become vulnerable, were demolished.

Another fact in this regard is this, that is, the very fact that water had gone very much low the same day early morning and by the next day about ten o'clock in the morning practically water not more than knee-deep was visible again shows that it was not rain water but it was the water from these tanks. Therefore, the Railways, when they maintain the history of these bridges and the rivers, have to think of the catchment area and of all the tanks have developed or go on developing in that catchment area. As is clear from this report, they had not bothered to keep the history of those tanks—whether the tanks were full or empty or whether a new tank had been constructed anywhere. They had no proper idea about the flow of the water, and, therefore, this disaster had taken place. Had they kept the history in that way, it would have been more than possible that they would have given the necessary caution so far as this bridge was concerned, and had the train not taken that much speed, the accident might have been averted.

Another point is this. The report is not satisfactory so far as it deals with the aspect of relief measures. Those who visited the place next day, those who were in the train and were safe—one of them, a prominent colleague of ours, Shri M. R. Krishna, was there—told us that the relief train did not come so early as has been mentioned in this report. The fact is that the evidence that has been gathered is not impartial, is more from official than non-official sources. They did not bother even to gather evidence from the

non-official sources, the people, the public who had come over there and had known so many things. So far as that matter is concerned, the report looks very partial. No doubt the report puts a blame on the relief measures taken from the other side, the Raghunathpalli side. Raghunathpalli, in fact, could not do anything, and from Kazipet another relief train came up. The pertinent point here is that when the train left Jangaon and did not reach Raghunathpalli in ten or fifteen minutes, the Raghunathpalli Station Master should have been alert. Why did he wait thinking that somebody should come to him and report to him and that then only he should do something? Even after that he probably did not think of doing anything. He did know that the train had left Jangaon. In the same way he did know that after the train had left, for 15 minutes or half an hour the train did not reach Raghunathpalli and that something, therefore, was wrong. But he waited till the lineman rushed to him and reported that an accident had taken place and that the train was not properly visible. Even after that, the proper remedy was not taken, which was very very easy. Raghunathpalli is a big village, and again, luckily, there is a very good road connecting Secunderabad and Hanamkonda, which is parallel to the railway line. It is a very live road with buses, trucks and so many things, and even after the accident, as well as before the accident, the road bridge there was intact and he could have arranged some remedy, or he himself could have gone to the place of accident, but he did not bother to do anything, till a relief train came from Kazipet.

The same story was repeated in Mehboobnagar accident also. These officials do not care to find out what is wrong with the train, why it has not arrived in time and even after they knew about it, they did not take the relief measures as promptly as they should have.

This report is silent over another fact. The State Government and the State officials were not informed. In fact, so far as this accident is concerned, it took place at about 11 o'clock in the night, and the State officials did not know it till the early hours of the next morning. In fact, they came to know about it not through the Railway sources but through other sources, the persons who had come back, the persons who had escaped and come back. The callous attitude of the railway officials in providing the relief, not bothering over the progress the trains are making and not trying to get the co-operation, help and assistance of the State officials or the local people is also a point in this connection to be considered.

One word more and I have done. It is a good thing that some report has come, because it is just possible that if even this report, however meagre and unsatisfactory it is, had not been there, this discussion or debate might not have taken place. There is a very strong case for a judicial or non-official report on such accidents. Without that, not only the people do not get satisfied but there is always a lurking suspicion, and every hon. Member in this House has given expression to his suspicion or apprehension that the railway officials are trying to shield or cover their own superior officers or higher officials, and they are trying to shuffle their responsibilities.

Therefore, there should not only be a judicial enquiry, but some representatives from the people should also be associated in such a report, so that the people get a thorough satisfaction that their fate or their lives are safe and whatever happens to them has been gone through.

Mr. Speaker: How long does the hon. Minister propose to take?

The Deputy Minister of Railways and Transport (Shri Shahnawaz Khan): Half an hour.

Mr. Speaker: I now call on Shri T. N. Singh, and after him I will call

Shri Vittal Rao. I will then call the Minister, and give ten minutes for reply.

Shri T. N. Singh (Banaras Distt.—East): I very much welcome such debates because by habit, whatever I have been able to do in this Parliament has been in the nature of looking at things after long intervals. As a member of the Public Accounts Committee I have had occasions to look into the lapses or deeds or misdeeds of every Department. I welcome it for this reason that there is no room for any passions or emotions after the event, and one can bring to bear logic to facts. That is why I was rather unhappy when my friend on the opposition got excited. I thought such a discussion was the appropriate thing when one could look at things logically and soberly and without any passion or heat. Therefore, I would very much like this accident, this report and whatever facts we know to be discussed very dispassionately. Wherever there are things wrong, we should try to remedy them. Wherever there are no things wrong, we should also not get into a panic. That is a very important aspect of any such enquiry.

After reading the report, I got all the facts brought forward by Dr. Jaisooriya and my friend here, who is a local Member from that area, and then I felt that there were certain features which must be brought to the notice of the House. For instance, the report gives an indication that the piers were to blame. Two piers gave way and on this, I believe, Shri Feroze Gandhi based his entire speech. But the fact is that the tanks gave way.

Shri Feroze Gandhi: That is not so.

Shri T. N. Singh: That was what Shri Heda said.

I find from the report that instead of 8,000 cusecs, the normal flow at the maximum calculated, there was a flow of 20,000 cusecs.

Shri Heda: The piers should have been constructed to stand that water.

Shri T. N. Singh: I am coming to that. These are the facts. I am not coming to any conclusion. I do not find anything about that in the report. These things should be properly assessed. What are the facts? How far had this flow contributed to this accident? Was it merely due to two piers giving way? Or, was it also due to the additional factor, as Dr. Jaisooriya said, that there were some boulders and other things which struck at them and caused them to break?

This has to be examined very dispassionately and logically. I personally think that in many cases our statistics are very defective. For instance, take the question of the catchment area. I think all our statistics are outdated, old and wrong. As a person having a first hand knowledge about the Hirakud project, I may say this. They calculated that water in the catchment area after some rainfall will be so much and that the water discharged will be so many cusecs at the highest level but later on somebody said that we must go ten feet more, above the dam that we have planned. Similarly, all these things have to be studied. Whatever may be correct according to a particular knowledge and information, may not be correct according to the latest information. I would urge that there should be a proper arrangement for getting all the statistics and then we should take them into consideration. It is no use getting excited and trying to blame somebody and saying that so and so should be hanged. That is not the point.

I think it will be doing a disservice to a proper consideration of this very vital problem on which depends the lives of our people. Therefore, I deprecate any tendency to get excited about it. I would suggest a proper study of the catchment areas, the discharge possibilities, the maximum stress and strain that these piers can stand, etc. All these things should be re-calculated.

In the report there are all kinds of formulae. I do not claim to be a tech-

nical man and I have not been able to understand one point. I wish that all these would be considered in a scientific manner. They say that two piers gave way. The finding is that in 1940, the third pier was constructed. At that time, care might have been taken to repair the other piers also. I think there is a great deal of weight in that. After hearing what Dr. Jaisooriya has said, that one of the youngest officers was deputed to do this, I would like it to be examined in all its perspective. If there is a big rush of water, what is the manner in which it would affect? They say that the foundation should be deeper still. Speaking as a layman, I feel that the scour should begin from the floor area, mostly. But, I may tell you again that I am speaking as a layman. I would like a proper study to be made. At various places, scouring can take place for various reasons. The same cause may not be responsible for scouring at all places. It all depends upon the bend of the river, the velocity and the other factors including the angle in which the pier is constructed.

I think that all these factors must be considered. I would strongly urge that in all such cases a new study should be made. It is regrettable that we have to take over a railway which I feel was not of the normal standard; it was sub-standard. Let us admit that fact.

Shri T. B. Vittal Rao: He is making accusations without having seen that railway.

Shri T. N. Singh: I have seen things which you are probably unaware. I say that all these should be studied. Let us not get into a panic. Here we are trying to consider the question in a calm and dispassionate manner. What will happen otherwise? Nobody will take any responsibility. I also deprecate the controversy that has arisen now—the talk about Class III, Class II and Class I. What are you going to do with the railways if you begin to talk like that? That is a very dangerous. I warn the House

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that such a controversy should not be raised. It is a problem of human lives, efficient running of one of our biggest undertakings. Let us consider this question in the proper perspective and understand it at the proper level and not indulge in blaming this or that person. It is easy to blame some person. What is more necessary and more difficult is to understand the causes and remedy them, without leaving any rancour or animosity or passion. Let us consider it in that spirit. I know that the Ministry is headed by Shri Shastri even now and I know that he is capable—he has been capable—of taking a very dispassionate view of things. He has never shirked his responsibility or did not take the blame wherever it is due. Whosoever replies to this debate, I would like him to approach this problem in that spirit. Wherever it is due, the blame must be put, but without rancour or passion. I am not an expert and I do not totally accept what is contained in the report after what Dr. Jaisooriya has said. I would not like persons like us who sometimes get into passions to examine this. I advocate that in every committee there should be a Member of Parliament but we should also be capable of cold blooded reasoning in such matters like this also.

Shri Dhulekar (Jhansi Distt.—South): You exonerate all the officers?

Shri T. N. Singh: I am saying that what is more essential is a dispassionate consideration of the causes of this accident. Then, fix the blame on the persons responsible and then punish them, taking steps simultaneously to remove the defects. How many times do my friends want me to repeat—punish, punish, punish. I have said that and it is enough. I am not prepared to get into any heat or passion on this question and in that spirit I urge this House to consider this very important question.

Shri U. M. Trivedi (Chitto): Sir, will you permit me to put one question? Shri Heda has said that there is a curve of 60 degrees at that particu-

lar point. Was it ever mathematically considered by the railway engineers that, if the velocity of unobstructed flow was 9.6 feet per second and the velocity through the bridge with obstruction was 20.4 feet per second according to Molesworth formula, what will be the velocity and pressure upon the piers when the curve was 60 degrees at that particular point? Was it not an engineering mistake to have constructed that bridge at that place?

Shri Heda: The rivers also might have changed their course.

Shri T. B. Vittal Rao: Mr. Speaker, Sir, I congratulate Shri Feroze Gandhi for having raised this discussion. This is the first of the three major train disasters that occurred in our country. It is very essential that this Report should be discussed in this House so that we can find out whether the enquiry conducted by the Government Inspector of Railways has been thorough and complete. It will also help us to find out what lessons we have to draw so that these things can be avoided in future.

The first thing to which I want to draw the attention of the House is that the enquiry has been conducted by the junior-most officer, who is a leave reserve officer in the office of the Chief Government Inspector of Railways and who is to act when anybody goes on leave. This is an accident in which 136 persons perished. It is a serious accident the like of which never occurred for several years. To conduct an enquiry into that accident this junior officer was sent. The Minister for Communications owes an explanation to this House for this. I am sorry that in spite of the fact that I raised this point that the Minister for Communications may be present, because this Report entirely concerns the Ministry of Communications, he is not here.

Nonetheless, the Report does bring out some salient factors. In the composition of this train on that fateful day two extra bogies were attached.

[Shri T. B. Vittal Rao]

The speed of the train was increased only a few days or a few months before the date of this accident. The composition of this train used to be five bogies and it was made to seven on that day. Whether the track was safe for carrying such an additional load at such a speed has not been made clear to us. During that day there was incessant rain and many breaches had occurred. Whether it was safe to run that train with such an additional load has not been made clear in this Report.

A suggestion was made by two Assistant Engineers, one of whom was promoted to the post of General Manager of that Railway, that more waterway should be provided for by widening and raising the height of the bridge. One of the Assistant Engineers who made that recommendation was promoted to the very high post of General Manager before he fled away to Pakistan. But that suggestion was not agreed to by the Chief Engineer. I admit the Chief Engineer is a superior officer and he has every right to scrutinise the plans submitted to him by Assistant Engineers and decide whether he should accept or reject them. But there is a tendency on the part of Chief Engineers to sit in their offices and examine proposals without visiting the sites. Here, two Assistant Engineers recommended that the bridge should be widened and its height increased.

The Chief Engineer rejected it. I would like to know whether the Chief Engineer went to the spot and examined the proposal. No. He has done it sitting in his office. This fact should be borne in mind. The Chief Engineers do not go on the lines and at least test-check the bridges. Therefore, this method of scrutinising the plans should be given up if accidents are to be avoided in future. Whenever any suggestion is made by an Assistant Engineer or a District Engineer, the Chief Engineer should go to the site and examine the suggestion before arriving at his decision.

Then there is the question of foundations. There are three piers in this case and the foundations of the piers are different. It is common knowledge that the strength of the structure is more when the foundations are uniform. This point was very ably argued by my friend Shri Feroze Gandhi. The reasons for the variance in foundations have not been given in this Report as well.

Sir, it is common practice, when constructing bridges across rivers, rivulets or streams, to make some allowance for the discharge of impounded water in the tanks. That allowance is made as a matter of safety. That, unfortunately, seems to have been not taken into consideration in this particular case. That point also has not been clearly brought forth in this Report.

Further, nothing is mentioned about the material used in the construction of this bridge. I understand—I am not quite sure because I am not a technical man—that the material used for this bridge was lime. This is most unsuitable for construction of bridges. I do not know what steps are being taken by the Railway Board in this regard, regarding the use of materials for construction of bridges.

The Bridge Manual or the Ways and Works Manual should be thoroughly revised. I humbly request the Railway Minister to appoint a small committee of experts to go into this and revise this, because engineering and various other things have developed to a great extent and it is no use depending on these outmoded things.

These three accidents have clearly brought out one more fact. The patrol man should be a skilled man and not an unskilled man as we have got. In an accident like this we lose about Rs. 3 lakhs by way of damage to rolling-stock and about Rs. 6 lakhs by way of compensation; that is about Rs. 10 lakhs. The patrol man has to do an important duty. Let him

be a skilled worker and not a semi-skilled or unskilled worker as he is today.

I do not know who is the member in charge of civil engineering. Previously the Chairman of the Railway Board was in charge of the engineering for the Railways. I do not know whether the present member for engineering is also the engineer for civil engineering. For all I know I am told that he is a mechanical engineer from the Chittaranjan. I would ask him, how many times during the course of these years since the reorganisation of the Railway Board from 1st October, 1954, has he, the member in charge of engineering, inspected any bridge, at least for a test-check so that some kind of confidence may be infused, some kind of a sense of duty may be infused in the minds of the various junior officers? This, I feel, is a grave dereliction of duty on the part of the Railway Board.

Shri Alagesan: Mr. Speaker, Sir, I rise to reply to this debate with a certain amount of hesitation and trepidation. This is not like any other ordinary debate when Members put forward their points of view.

Dr. Jaisooriya: We do not hear anything.

Shri Matthen (Thiruvellah): We do not hear the Minister. He may come near.

Shri Alagesan: I shall raise my voice from here.

Mr. Speaker: The hon. Members want to catch even the first letter of the first word.

Shri Alagesan: I should like to say that there is something wrong with the mike arrangement here, because whenever I rise to speak, the hon. Members complain that my voice is not heard. I think that matter also will be attended to.

Mr. Speaker: The hon. Minister starts with a low pitch and as he goes on he raises his voice. I have no objection to provide him with a

special mike whenever he rises in his seat.

Shri Alagesan: Thank you.

Dr. Jaisooriya: He is neither microphonic nor photogenic.

Shri Alagesan: This is not just an ordinary occasion when points of view are put forward by the hon. Members and replies given from the Government side. As you know, we labour under a triple tragedy though we are discussing a report about an accident which took place more than two years ago. Recently, we have had the misfortune of two other serious accidents on the Indian railways, and it is no surprise that all of us are suffering under the impact of that sorrow and tragedy.

But I would very respectfully submit that that should be no reason why, as some of the hon. Members did, we should allow our minds to be unhinged from reason, fair-mindedness and cool thinking and judgment. Though we are all steeped in sorrow, that should be no reason why we should not bestow some cool consideration on this subject, as my friend Shri T. N. Singh really appealed for. I am sorry to say that the hon. Member, Shri Nambiar—he is not here now—allowed himself a complete outburst. He called for hanging the persons responsible. These are not ordinarily the words that are uttered in this Parliament. Perhaps, in a different set-up, it may be suitable, and it may sound reasonable, but in the present set-up, it sounds absolutely improper and uncalled for.

An Hon. Member: Instead of hanging them, promote them.

Shri Alagesan: Perhaps Shri Nambiar and Members of his party are in a plight which I know. They are so perplexed in thought and paralysed in action. Perhaps they want to depend on for their political survival solely on three things,—famine, flood and perhaps accidents.

Shri V. G. Deshpande (Guna): He is not here to defend his case.

Shri Alagesan: I would like to appeal to Members of the party to which Shri Nambiar belongs, not to make any capital out of these very sorrowful events.

Let us take the report which is under consideration, though some of my hon. friends have travelled away from it. I should like to come back to this report and consider what has been stated in it. Regarding the fixing of responsibility, the Government Inspector of Railways said as follows:

"For the following reasons, I do not hold anyone primarily responsible for the accident:

(a) the waterway at the bridge was designed on the old practice obtaining on HEH the Nizam's State Railway.

(b) The rainfall in the catchment area and the flood in the river were abnormally heavy and sudden."

Further, he says:

"I am of the opinion that in 1940, the Railway Administration should have rebuilt the abutment and piers Nos. 1 and 2 on deeper foundations when such a course was actually adopted in the reconstruction of pier No. 3".

There is another recommendation to which I shall advert sometime later.

Now, these are the two things that the Government Inspector of Railways, who has conducted an enquiry into this accident, has said. The hon. Member, Shri Feroze Gandhi, said that the bridge was vulnerable. One other hon. Member also said the same thing.

Shri Feroze Gandhi: I did not say so. I only read the evidence of the people who appeared before the enquiry.

Shri Alagesan: I do not like to be interrupted.

Mr. Speaker: The hon. Member will note down the points and refer to them in his reply.

Shri Alagesan: I would like to preface my remarks, as Shri Frank Anthony pointed out, by saying that this is largely a technical subject. In fact, I may not be able to do full justice to the subject if I go into the details, but I only wish to say such things as can be understood by lay people like ourselves.

As far as the vulnerability goes, let us go into what the report itself says. The Permanent Way Inspector "considered the bridge as a vulnerable point requiring special watch and to this end he had instructed his gang mate to specially watch this bridge when the gang went out on patrol duties during heavy rains."

Then, the Assistant Engineer, Shri M. Khaja Mohiuddin Khan is referred to as follows:

"Although aware of the damage in 1939, he did not consider the bridge a vulnerable point requiring special attention during heavy rains as protective works were carried out in 1940 and subsequently there was no trouble".

Again, when asked as to what steps he took to ensure that the bridge was kept under a watch, he stated that the Divisional Engineer did not mean a constant watch over the bridge but merely desired that the Permanent Way Gang who are required to go out patrolling during heavy rains should look at the condition of this bridge also. This was again corroborated by the Divisional Engineer. Let us see what the Divisional Engineer says.

"He was not aware of any factors which might have given rise to the belief that the bridge was or was likely to be rendered unsafe".

Then he corroborates what the Assistant Engineer said about what

he meant, namely, that a constant watch over the bridge was not necessary.

Shri Feroze Gandhi: One is in writing. The other is verbal.

Shri Alagesan: So, this is what the Permanent Way Inspector thought. He thought it was vulnerable. But, the report says that the opinion of the Assistant Engineer and the Divisional Engineer was that the bridge was not something that will be rendered unsafe.

Shri T. B. Vittal Rao: Please read further down the report.

Shri Alagesan: I think the whole report has been read by the hon. Members.

Shri Feroze Gandhi: We have read the report.

Mr. Speaker: The hon. Member will reply at the end. There is no point in interrupting now.

Shri Alagesan: The other day, Shri Feroze Gandhi put a question to me whether it was a fact that "Divisional Engineer" was mentioned. It was actually the "Assistant Engineer". It is true that he recommended the construction of two additional spans etc. I at that time said I could not lay my hands on it. I also said that if the Divisional Engineer had recommended it, the practice is that it should be approved by the Chief Engineer and the Chief Engineer might not have agreed with that view. That is what I said, because I could not lay my hands on that particular portion of the report. The hon. Member, who has read the report did not perhaps care to remember it at that time. I shall draw his attention to that portion. Shri Aibara, who was the Assistant Engineer in the year 1939, recommended two additional waterways and some other works. Shri Aibara added that the Chief Engineer "did not consider the additional waterways necessary, but thought that the bridge was subjected to scouring action as a result of the angular breach of the stream and that the provision of drop walls and

flooring would ensure adequate safety." The question of angular breach was raised by Mr. Heda and Mr. Trivedi also wanted some light to be thrown on it. This was what the Chief Engineer considered the malady to be at that time and he provided for the drop walls, flooring etc. It is true that the judgment of the junior officer, the Assistant Engineer, turned out to be correct after 14 years of course and the risk that the Chief Engineer decided to take was not justified. When we talk of the Assistant Engineer, the Divisional Engineer or the Chief Engineer, it should be remembered that these are all officers of the ex-Nizam State Railway; we are not talking of the present Engineers.

The Government Inspector of Railways has stated:

"It would thus appear that in making an appraisal of the maximum flood discharge in 1940—please note the year—the Chief Engineer followed the old practice in vogue on H.E.H. the Nizam's State Railway. This, unfortunately, gave results which fell considerably short of the peak flood discharge of 27th September, 1954."

Mind you, the bridge stood, as I said the other day, for 14 years. It was rebuilt in 1940 putting only one pier on deeper foundations and allowing the other piers to remain as they were, but protecting them with some protection work. The Government Inspector continues to say:

"Had a proper appreciation of the maximum flood discharge been made in 1940, the entire bridge might have been rebuilt and additional waterway provided."

May be I cannot question this statement of his. I do not even want to say that one can be wise after the event. The Chief Engineer then took a certain amount of risk which, as I said, was not found justified. But let us go into the merits of the actual

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grounds which made the Chief Engineer take that risk. Here I am going to say something technical which I should hesitate to put forward myself, but I hope I am right. This is what my advisers have told me and I have also read certain literature on the subject. What was the old practice obtaining on the ex-Nizam State Railway, on which the Chief Engineer relied and rejected the suggestion of the Assistant Engineer to have additional waterways? The formula adopted for the calculation of the flood discharge was the Dicken's formula. There are various formula adopted by engineers for the determination of the flood discharge. I am told in a publication issued under the authority of the Central Water and Power Commission as many as 34 formula are there obtaining in our country. In the south, the Ryve's formula was used for the purpose of this calculation. In Bombay they adopt what is called the Inglis formula. In the north-west, they use the Kanwarsain formula; in the major part of the north and east, they use the Dicken's formula. It was this Dicken's formula that was relied upon by the Chief Engineer for his calculation. I do not want to go into details. This is based on several indeterminate factors. It has to take into account the nature of the catchment area, the nature of the rainfall etc. Various other things have been stated; I do not want to go into them. These formula are not fixed, scientific or determinate formula. They are all empirical.

An Hon. Member: What does "empirical" mean?

Shri Alagesan: Empirical formula is a formula which is not fixed. I am willing to be enlightened on the meaning of the word "empirical". It means, it is not a cut and dry formula. One has to go largely by experience by the data that one has collected in a particular region. Taking the Inglis formula which provides for the maximum amount of safety, even then something may happen and the

bridge may be washed away. You can play for not cent per cent but thousand per cent safety, but even then something may happen and all your calculations may go awry. That is what is meant by empirical formula. But still, the engineers have their own knowledge of the terrain, of the particular area concerned and the behaviour of the rivers in that particular area and by experience make these calculations. Here the calculation was made in that way. I understand that in the United States of America, they do not depend on any of these formula. They take each and every area. The catchment area being the same, the formula may vary for different rivers taking off from the same catchment area. They have worked out by long study, experience and collection of data what should be the formula for a particular river at various places. That is a very thorough work, of course. I wish we have the men and money to carry out such work. But, I should like to remind the House that there are thousands and thousands of bridges on the Indian Railways. I am told there are 35,000 bridges.

Shri Feroze Gandhi: Over 100,000.

Shri Alagesan: I take the information from the hon. Member.

Of course, he knows much more on railways than I do.

Shri Raghunath Singh (Banaras Disst.—Central): Surely.

Shri Alagesan: No such confirmation is needed. I myself admit; it is not a statement made with mental reservations.

Shri Feroze Gandhi: You are very modest.

Shri Alagesan: The hon. Member knows hundred times more than I do about railways. There is no need for Mr. Raghunath Singh to confirm it and reaffirm it. I am neither modest nor immodest.

This formula was worked out and they provided for a discharge of 8,680 cusecs, i.e. cubic feet per second. They provided for that.

After this bridge was washed away, the actual discharge was measured by the Railway Engineers. The actual quantum of water that passed through the bridge came to 18,900 cusecs. It was provided for a discharge of 8680 cusecs, but the actual flood that passed through this bridge came to 18,900 cusecs, that is nearly $2\frac{1}{2}$ times what was provided for.

Shri V. G. Deshpande: The mistake was by $1\frac{1}{2}$ times.

Shri Alagesan: Then, it was said that the Government Inspector was a junior man. Many hon. Members are young here. I do not think that Shri T. B. Vittal Rao is an old person; but he is a very wise person. I do not know how an officer being a junior affects the nature of the enquiry.

An Hon. Member: Experience counts.

Shri Alagesan: This country is divided into four circles. Whenever anything happens in a particular circle, naturally, the Inspector in charge of that circle is made to enquire into the accident. So I was amused when the question of juniority or seniority was trotted out on the floor of the House.

Shri Cattopadhyaya (Vijayavada): We are amused to hear this.

Shri Alagesan: This Inspector who enquired into the matter, consulted Dr. Joglekar, a very experienced man who is in charge of the hydraulic research section in Karakvasla near Poona. He examined and found that the bridge gave way between 10,000 and 14,000 cusecs. Though it was designed for 8680 cusecs, it would have stood its ground up to 10,000 cusecs. It was found that it gave way between 10,000 and 14,000 cusecs. When it was actually measured and found to be 18,900 cusecs, he suggested another formula, the Inglis formula. That formula, as I said, is not a very fixed or determinate or concrete one. It was evolved sometime

in 1940 or 1930, I do not remember. Then it was revised. It was not in the knowledge of the Engineers when actually the bridge was reconstructed, that is, in 1940. No Engineer knew about this formula. This formula, it is stated, will apply only to the Bombay region, that is, Western India region. Dr. Joglekar gave a formula, modifying the Inglis formula and calculated a discharge of 20,000 cusecs. On the basis of this, the new bridge has been constructed. That I may say. All these fourteen years, the flood was not as ferocious as the one that occurred in 1954. We took the largest amount of water that has passed through it and we have provided a little more than that. God forbid, something may happen 20 years hence and the actual discharge may be 40,000 cusecs in which case, the bridge will be surely washed away. I do not want any accident hereafter in the Indian Railways. In fact, I shall be glad if any hon. Member can give a guarantee to the House and the country that there will be no more accident in the Indian Railways. I do not know the Prime Minister's mind. If such a person can come forward with such an assurance, certainly he will be invited to occupy the place of the Railway Minister. It can be safely taken, as far as the present calculations go.

Mr. Speaker: Does the hon. Minister mean to say that when a new formula is discovered, the old formula may be thrown into the back-ground immediately and the officers who go about or the Railway Board or the Minister should not, in view of the new formula, find out how many bridges satisfy these conditions?

Shri Alagesan: I am coming to that. I am only saying that it is no use swearing by these formulae, because it is in the nature of the formula itself that it is not determinate, and that it is not a fixed quantity. It has to be taken, and measured taking into account all the physical conditions, nature of the flood, etc.

Shri V. G. Deshpande: It means, no formula is necessary.

Shri Alagesan: Still it is necessary. It is not free licence.

Shri V. G. Deshpande: Depend upon God.

Shri Alagesan: Of course, we do. I hope the hon. Member does.

Shri V. G. Deshpande: I do.

Shri Alagesan: The Inspector says about the flood: that it is evident that between 19:13 hours and 22:50 hours, in a very short period of 3½ hours, the discharge of the river built itself up from nothing to about 18,900 cubic feet per second. The flood in the river was not only abnormally heavy, but also sudden. All fairminded people will find no difficulty in agreeing with this proposition that one could not have foreseen that such a flood will build itself up in the small stream that it was. Anyhow, it did not occur all these 14 years. It is unfortunate that it occurred in 1954. That was the position with reference to the provision of the additional waterway. As I said, we may now say that in 1940, this Inglis formula, which was not then known, should have been applied. It was not known then.

An Hon. Member: It should have been applied.

Shri Alagesan: If anybody says that it should have been applied at that time, there should be something wrong.

Shri Feroze Gandhi: It should have been applied in 1954.

Shri Alagesan: with the thinking processes of that gentleman.

Shri V. G. Deshpande: Ignorant people cannot be blamed.

Shri Alagesan: I should like to say something about what the Government Inspector has mentioned as item No. 3. He says:

"I am of the opinion that the accident might have been averted if the P.W. Gang had gone out on patrolling duty....."

Shri Nambiar was controverting Shri Frank Anthony when he was referring to this. This is a different thing. He says:

"....but I do not consider that it could have been averted by Patrolman Mankadu Ramadu as according to the timings prescribed for him, he was last due to be at the bridge at 21:55 hours when the bridge was safe for traffic."

He felt that this could have been averted if the P.W. Gang had gone out on patrolling duty. That is what the Inspector has stated.

Questions were raised that somebody is against Class IV staff and that small men should not be punished, etc. About patrolmen also, it was said that they did not do any patrolling that night. Now, it is difficult to proceed against these gentlemen because there are the sheets in which they obtained the signatures of the station masters. As against the glaring evidence of the patrol sheets, it was not possible for the Railway administration to proceed against these people. There was no question of wreaking vengeance on the small man. In spite of the fact that the Government Inspector of Railways held that the patrolmen did not do their duty and the accident could have been averted if the P.W. Gang had gone to inspect the bridge, in spite of that, we could not proceed against them.

Shri V. G. Deshpande: The station master should have been taken to task—those who signed the sheets.

Shri Alagesan: There is no evidence, of course. It is easy to say: hang this man, hang that man. There is no evidence. The patrol sheets are clear evidence, and it is not easy to controvert it. If you have got any doubt, you can consult Shri Vittal Rao as to whether it is possible to proceed against anybody in those circumstances. So, it is not a matter of trying to shield anybody or trying to wreak vengeance on the small man.

This aspect has been stressed before also, and I should like to mention it. I am not prepared to say that discipline has gone down to nil among the railwaymen. There are many, lakhs and lakhs of railwaymen who want to discharge their duties conscientiously, but I should like to mention here the difference that has taken place. The old element of fear based upon some punishment that will be received has disappeared.

Shri Velayudhan (Quilon cum Mavelikkara—Reserved—Sch. Castes): Because new men came there in power.

Shri Alagesan: Now, that has to be replaced. It has to be replaced by a spontaneous sense of duty. Maybe it may take some time, but I hope that the million railwaymen who are actually responsible for the running of the railways in this country—it should be admitted that though there are accidents and very bad accidents, thousands and thousands of trains run in this country without any accidents; that major fact is forgotten and I should like to draw the attention of hon. Members to that—will soon get into that high sense of duty and discipline. That is the only substitute that I see. We cannot wield the big stick. Those days are over, never to return. It is not possible any more to wield the big stick. We are a growing democracy and when the discipline that is born out of fear has disappeared, it can only be replaced by a self-born high sense of duty, and I hope that that duty will be perceived soon by the railwaymen, even those who are unable to see it now and be imbibed by them.

Another matter was raised, and that is with reference to inspection by the Members of the Railway Board. We seem to have suddenly turned into very bloodthirsty people. We want the heads of so and so, the hands of so and so and the legs of so and so. I do not know

when we became so violent in our attitude.

Shri Kamath (Hoshangabad): They have fallen into the river, the heads, hands and legs.

Shri Alagesan: The hon. Member was not here when I began.

Shri Kamath: I was here. You are blind apparently. I have been listening carefully from the very beginning.

Shri Alagesan: I know the hon. Member specialises in the art of insulting other hon. Members.

Shri Kamath: I protest strongly against this. He has insulted the whole house.

Shri Alagesan: I do not object. Let him please himself.

Shri Feroze Gandhi: The waterway is not sufficient between these two.

Shri Alagesan: I did not get the hon. Member.

Mr. Speaker: We are 15 minutes past five.

Shri Kamath: The Minister is insulting the whole House.

Mr. Speaker: So far as this is concerned, if he did not notice him, he need not immediately get up and say the Minister is blind. Let us go on. We have already sat 15 minutes more.

Shri Alagesan: I am finishing in a few minutes.

The Board has been sufficiently expanded. We have got additional Members who are in charge of staff matters, civil engineering works, commercial side etc., so that the full Members of the Board are free for more and more inspection, actually going out on the line. It is very necessary, and I am glad hon. Members stressed this very constructive aspect. That has been done, and the Members of the Railway Board will now be more free to go out on inspection, and actually see things for themselves and remove and rectify defects. It is very necessary and

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this constructive thing, I hope, will be done in all earnestness by the Members of the Railway Board.

We have been talking about the past, about what should have happened in 1940. I should like to say what we have done now after the recent calamity. The new bridge has been designed and built about 850 feet down stream of the old bridge. The site has been changed, and this was done on the advice of and in consultation with Dr. Joglekar. This site was selected in consultation with Dr. Joglekar of the Central Hydraulic Research Station, Poona. The design of the new bridge was also finalised after model experiments were carried out at the Hydraulic Research Station by Dr. Joglekar. The waterway provided under the new bridge is for the estimated discharge of 20,000 cusecs based on the English formula. The Central Railway engineers also traced from floods observations the discharge of the nala on the fateful night of 27th September, 1954 to be 18,900 cusecs. The new bridge consists of eight spans of 40 feet each with foundations 26 ft. to 31 ft. below bed level. Let us hope and pray that this bridge will stand and stand for ever.

Shri Velayudhan: Stand for ever?

Shri A. M. Thomas (Ernakulam): May I ask....

Shri Alagesan: No, I have not finished.

Shri Frank Anthony: Will the Minister deal with this question of speeds with these WP engines on the track?

Shri Alagesan: I am unable to say anything on the spur of the moment. Certainly that will be taken into account.

I am glad to give this information to the House. Since the authorised formulae were evolved by their authors for the assessment of the waterway required to be provided

for bridges, there has been a big advance in the study of hydrology. It has, therefore, been decided to set up a high level committee consisting of the representatives of the railways and other Ministries concerned like the Roads Wing of the Transport Ministry and the Central Water and Power Commission, and any other Members they would like to co-opt on an *ad hoc* basis. This committee will look into all the aspects of the problem, and then define principles to be adopted and the formulae to be used in different areas. The composition of the committee and the terms of reference are under consideration.

I have nothing more to add. I am grateful to all the Members who have made constructive suggestions.

Shri Matthen: May I make one request?

Shri Alagesan: I have not yet finished. One minute.

Shri Frank Anthony has been an unsparing critic of the railway administration. Somebody called him the defence counsel. I think that hon. Member has done injustice to Shri Anthony.

Dr. Jaisooraya: I know best what I am talking about. As if I do not know what I am talking about.

Shri Alagesan: If anybody has been a consistent and continuous critic of the railways, it is Shri Anthony.

Dr. Jaisooraya: A man can change coats. Elections are coming.

Shri Alagesan: I should like to thank Shri Anthony for the very constructive suggestions he has made not only today, but the other day when he made a speech.

Shri Matthen: I am glad he has appointed some more Members on the Railway Board, but will he consider the appointment of some more engineers on the railways so that they may look properly to maintenance. The engineers are overworked, and so I am only requesting.

Shri Alagesan: As far as the appointment of engineers goes, we have recruited a very large number of engineers, in view of the very large number of works that have to be undertaken under the Second Five Year Plan.

Shri A. M. Thomas: May I put one question? This report was submitted as early as 1954. But accidents have taken place after that. May I enquire whether the Railway Ministry or the Railway Board or the Department concerned had taken any steps in the light of the facts disclosed in this report?

Mr. Speaker: Before the other accidents occurred?

Shri A. M. Thomas: Yes.

Shri Alagesan: If I may say so, one of the main recommendations of this report was...

Shri Bhagwat Jha Azad (Purnea cum Santal Parganas): Notice.

Shri Alagesan: The hon. Member may require notice, not I.

Mr. Speaker: Order, order. Let there be no interruptions.

Shri Alagesan: One of the recommendations was in regard to the way in which it should be rebuilt. That has been done.

Shri V. G. Deshpande: In that bridge. But what about the other bridges?

Shri Alagesan: The House also knows now that we have appointed a committee to go into the question of the condition of the bridges in the Hyderabad area. Besides, the Chief Engineers of the various railways have been asked to collect data.

Shri A. M. Thomas: But that is after the third accident.

Shri Alagesan: No, it was not after that.

When this committee reports, whatever action to found necessary in
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other railways can also be simultaneously taken.

Shri Feroze Gandhi: I think it will be taking advantage if I were to give a harsh reply to the Deputy Minister. My main point was that the two piers of this bridge were not on deep enough foundations, but were resting on sand. That was the main thing, not the waterway or anything else.

Mr. Speaker: That was admitted.

Shri Feroze Gandhi: The inspector says that:

"The inadequacy of waterway, however, would not have caused the failure of the bridge if the piers had been founded on rock or hard moorum; instead, the railway embankment may have been breached or the flood water may have everted it without causing serious damage."

The point is that the piers gave way. There is no question of the waterway at all. At a later date, an engineer calculated that the waterway was insufficient and that it should have been more. But the main point was that the two piers were not on deep enough foundation. One pier, that is, pier No. 3 was on a foundation of 15.25 feet, and piers Nos. 1 and 2 were on a foundation of 6.5 feet. That was the point, and that has not been answered at all.

Pandit Thakur Das Bhargava (Gurgaon): Because that is unanswerable.

Shri Feroze Gandhi: I am not concerned with empirical formulae, nor am I concerned over which formula is up to date and which formula is out of date. That is not my concern. That is the concern of the Railway Board.

This railway was taken over in April 1950, four and a half years before this accident. It was in the possession of the Railway Board.

I made a direct charge against the Railway Board, which has not been answered, namely that it was the responsibility of the Railway Board to have checked the lines and to have

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checked the bridges as provided for in the Indian Railway Code. It has the same set of rules and it says that when a line under construction has to be declared an open line, they should go to the Chief Inspector of Railways; they should have asked the Chief Inspector of Railways to check the track and to check the bridges.

Coming to the Chief Engineer, I said that the Chief Engineer had made a statement that he did not know the history of this bridge. Now, what is the responsibility of the Chief Engineer? Here is the Indian Railway Code, from which I had quoted one para earlier. Now, I shall quote the para dealing with his direct responsibility. Under Form No. 1629(e)—Maintenance of bridge—Bridge Register, we find:

“The Register should be reviewed periodically by the Executive Engineer concerned and the Chief Engineer with a view to ensure that the bridges are maintained efficiently and that defects have been removed promptly.”

How could the Chief Engineer have issued this certificate to the Railway Board? That is what I would like to know. It is his responsibility to issue annual certificates to the Railway Board. He did not even know the history of the bridge. When that was the case, how did he issue the certificates? That is the point. Is it enough if the Deputy Chief Engineer comes and says, ‘Yes, I visited this section’? That point also has not been answered. Did he go on a picnic? I ask: Was it a picnic?

Dr. Jaisooriya: Yes.

Shri U. M. Trivedi: It was not a saloon.

Shri Velayudhan: Usually, it is like that.

Shri Feroze Gandhi: He said ‘The pages concerning this bridge escaped

my attention’. And my hon. friend Shri Frank Anthony says that the patrolmen are to blame.

Shri Frank Anthony: I said that they were all to blame.

Shri Feroze Gandhi: That is why I did not raise it in the debate. I put a question to the Minister the other day. The written question was:

“In view of the findings that the accident could have been averted if the PWD gang had gone out on patrolling duty, what action has been taken against those officers who were responsible for not sending out these men on duty?”

The reply to that was.

Shri Alagesan: Do I have a chance to reply to these points?

Mr. Speaker: Under the rules, the hon. Member who tables the motion is entitled to the right of reply. If, however, there are any very serious matters raised, then they can be replied to by the Minister.

Shri Feroze Gandhi: Then, I must also have the chance to reply to those points.

Mr. Speaker: Hon. Members may kindly read the rules again. It cannot be an endless thing.

Shri V. G. Deshpande: We can sit tomorrow.

Mr. Speaker: After Shri Feroze Gandhi's speech, I shall allow the Minister to reply, and then, we shall disperse.

Shri Feroze Gandhi: After all, the Minister had taken forty to forty-five minutes, and he could have answered all my points. I am only referring to the points which he has not answered.

Shri Kamath: He could not answer.

Shri Feroze Gandhi: In answer to my written question, the following was the reply that I got:

"The rules prescribe that the gangmate should take his gang out when there is heavy or prolonged rain. No officer is therefore, responsible for failure to send him out. In this case, the gang-mate actually went out as soon as he learnt of the flooding but he arrived at the bridge after the accident."

So, he did out. Then, my other point remains, namely that you are making the man do eighteen miles of walking every night, for which you are paying Rs. 0-2-8 and Rs. 0-4-0 for the night, for the extra work. If an industrial establishment were to do this, the proprietor would be in jail.

That is what I would like to submit. All these points should be answered. This is not the way of answering a debate,—to say that the formulae are empirical or that the formulae are theoretical. I agree that the formulae are empirical. But each formulae has to be taken as good at the time it is introduced. If in 1940 there was formula, in 1950 there is another. Take that formula.

I would repeat what I said earlier. Take the case of the Jumna bridge. This year, we know what happened to the Jumna bridge, and how the Shahdara bund was flooded. What is it due to? Under the First Five Year Plan and the Second Five Year Plan, we have interfered with the natural flow and the drainage of water. We know that. Half the country has been covered with canals, and river valley projects and things like that, which actually interfere with the drainage. Herein, the railways must be cautious. If the canals are raised to a height of about 15 or 20 feet, they have to be above the surface level of the earth. They interfere with the natural flow of water. The railway tracks are running all over the country. So, some machinery should be set up to co-ordinate the developmental

activities and see that the natural drainage is not interfered with. I have met many old villagers in my constituency and they say that 'Never in the past 30 or 40 or 50 years do we ever remember to have had such a flood as this. But after this canal has been built, our village is always flooded'. It only means that you have interfered with the natural drainage of water.

Now, these are the things that should be taken into consideration. The Minister says that a committee has been appointed. I say, it will do nothing. The Chief Inspector of Railways should have been on that committee. He should have been a member of that committee. But why is he not there? He is not there because all the time there is a conflict between the Railway Board and the Chief Inspector of Railways.

The Railway Board want to take away the powers of the Chief Inspector of Railways. They want to reduce these powers because he is irksome. The job of the Chief Inspector of Railways is not only to go and inquire into accidents. His job is to fix standards for the Indian railways. No matter what it is, even if it is a door handle, it is his job. If it is a bridge, if it is a track, he tests it out. He carries out various tests. Then he certifies that the bridge or track is safe for public traffic.

I say that these rules should have been observed when the Nizam's State Railway was taken over. You may call it oversight. If you say that it is oversight, then I will say nothing; I will withdraw every charge against the Railway Board. But let them say, 'Yes, something did go wrong'. Let them not say, 'We are not responsible'. They are responsible. Who else is responsible? The Railway Board exercise the powers of the Central Government as far as they concern the Indian Railways Act. They have absolute powers. We have handed over the whole thing to them. We have entrusted it to them and they too must do their job.

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Shri Heda and Shri T. N. Singh said that the tanks burst and there was more water. This is wrong. Here is the finding of the Inspector:

"I therefore consider that the bursting of the tanks on the 27th September, 1954, did not materially contribute to the collapse of the bridge".

Those two piers were hanging in the air or resting on sand! Even if a third-rate engineer had gone into it, this could have been found out.

The difficulty is that our officers have become so smug and so complacent. They say, "What are we to do? The men under us do not work. Coolies are not working. What can we do?" I say there are rules regarding the duties of patrolmen and gangmen. Everybody should be made to work. If they are not working, fire them. I say, face a strike on the Indian railways. Have it out. If you think that the workers on the Indian railways are indisciplined, if you say that they are not working, I say, let us face it; we will all support the Minister. We will support the Railway Board. Let us have a general strike on the Indian railways, but no more of this.

Shri Alagesan: Not a very kind intention.

Shri Feroze Gandhi: When we tell you something, take it that we are trying to advise you in the best interests of the country. I say, if you think that there is indiscipline, then face a general strike. Let the workers go on strike. Let things happen like that, but let us not go on like this.

With regard to the bridge itself, there was some mention about whether it was a small bridge or a big bridge. Under the Indian Railway Code, bridges are defined. This particular bridge, No. 393, falls into the category of a major bridge. It is not a minor bridge.

I will make one more request and then sit down. Shri Shahnawaz Khan, now Deputy Minister of Railways and Transport, was appointed in 1954-55 Chairman of a Committee called the Railway Accidents Inquiry Committee. I demand that the Report of this Committee be placed on the Table of the House. It is very necessary that we must know what are the contents of that Report. Two years have passed since the Committee reported. I would suggest to the Railway Minister that this Report may be placed on the Table of the House.

Mr. Speaker: Does the hon. Minister want to say anything?

Shri Alagesan: If you want me to say a few words, I will.

Otherwise, I do not want to take the time of the House.

Mr. Speaker: That is all right.

Shri Velayudhan: What about the Report of the Committee?

Mr. Speaker: We will go to the next item of business.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

SIXTY-FIFTH REPORT

Shri Raghunath Singh: (Banaras Distt.—Central): I beg to present the Sixty-fifth Report of the Committee on Private Members' Bills and Resolutions.

MESSAGE FROM RAJYA SABHA

Joint Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:

"In accordance with the provisions of sub-rule (6) of rule 162 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return

herewith the Terminal Tax on Railway Passengers Bill, 1956, which was passed by the Lok Sabha at its sitting held on the 21st November, 1956, and transmitted to the Rajya Sabha for its recommendations and to state **that this House has no recommen-**

dations to make to the Lok Sabha in regard to the said Bill."

17.35 HRS.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, the 6th December, 1956.

[DAILY DIGEST]

[Wednesday, 5th December, 1956]

PAPERS LAID ON THE TABLE	Columns	BILLS PASSED	Columns
The following papers were laid on the Table :	1919-22	The following Bills were considered and passed :	1936-87
(1) A copy of the Third Annual Report of the Indian Airlines Corporation, 1955-56 under sub-section (2) of section 37 of the Air Corporations Act, 1953		Central Sales Tax Bill Representation of the People (Fourth Amendment) Bill	1936-74 1974-87
(2) A copy of the Notification No. 7-CA(8)/56, dated the 19th November, 1956, under sub-section (3) of section 44 of the Air Corporations Act, 1953, making certain amendment to the Air Corporations Rules		BILLS UNDER CONSIDERATION	1987-92
(3) A copy of the Resolution No. 12/43/56-AC, dated the 26th September, 1956, containing the Government's views on the recommendations of the Ambar Charkha Enquiry Committee		The Minister of Finance and Iron and Steel (Shri T.T. Krishnamachari) moved that the Finance (No. 2) Bill and the Finance (No. 3) be taken into consideration. The discussion was not concluded.	
(4) A copy of the Statement showing action taken or proposed to be taken by the Government of India on the Convention and Recommendations adopted by the International Labour Conference at its 38th Session, held at Geneva in June, 1955.		MOTION RE. REPORT OF GOVERNMENT INSPECTOR OF RAILWAYS ON DERAILMENT OF 319 DOWN EXPRESS	1992-2054
VACATION OF SEAT OF A MEMBER	1922-36	The motion to consider the Report of the Government Inspector of Railways on the derailment of 319 Down Express was moved by Shri Feroze Gandhi and discussed. Shri Feroze Gandhi replied to the Debate and the discussion was concluded.	
Shri Altekar moved for the vacation of the seat of Shri Mahapatra, member of Lok Sabha, who has been absent from all meetings of Lok Sabha for a period of more than 60 days. After the discussion the motion was adopted.		REPORT OF COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS PRESENTED	2054
		Sixty-fifth Report was presented.	
		MESSAGE FROM RAJYA SABHA	2054-56
		Joint Secretary reported a message from Rajya Sabha that Rajya Sabha had no recommendations to make to Lok Sabha in regard to the Terminal Tax on Railway Passengers Bill	